

A German's impressions of gliding in England in the 1930s

Guckel G-1 blended wing body

International news

Modelling report

Rally roundup



VGC News

No. 132 Spring 2011



<http://www.vintagegliderclub.org>

Objectives of the Vintage Glider Club

To promote the international preservation, restoration and flying of historical and vintage gliders; to collect, preserve and publish information about the above; to locate and preserve documents and artifacts connected with gliding; to co-operate and negotiate with government bodies and other interested organisations to ensure that members' best interests are protected; and generally to do all such acts as may be conducive to the objectives of the Vintage Glider Club being met.

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Front cover: Francis (Lofty) Russell's Rhoensperber, flying at the 2009 VGC Rally, hosted by Southdown Gliding Club, Parham, England, photographed by Bob Boyd, from his Kite 1.

Back cover: Fred Slingsby and colleague building a Dagling in the Scarborough bus works
Photo: Chris Wills collection

Notice to all members

Please forward details of any Vintage Glider rallies you may be planning to :
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Wanted

Vertical Format Coloured Prints of vintage gliders if possible, in flight, for the **future covers of VGC News**. PLEASE send them to the VGC News Editor
Margaret Shrimpton:- "Fairfields", Fosse Road, Oakhill, Somerset BA 3 5HU. UK Photos will be returned.

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COOPTED MEMBERS
Ray Whittaker

Chairman's Address

We have made some progress working on our gliders but we have also made a big step forward on different fronts.

There are two club members who wanted to volunteer as Directors on the Board. Yes, Board. Since we have changed from Club to a Limited Company, we had to change that as well, but we have not, so far, so we are not the Committee any more but the Board now. We welcome two new volunteers. A Treasurer, Grant Williams, who has a wealth of knowledge in Business and Law, and as Membership Secretary we have Ray Whittaker, who is a long-time VGC member. Both are co-opted members now, and if they want to go on, we propose them as new Board members at the next AGM.

In February, Graham Saw and I took part of the EGU Congress, this time held in Madrid. We had some very interesting discussions with them. Graham will report this later on in this VGC-News.

Tell you what, we got the EGU delegates thinking and they began to recognize our concerns on different subjects. With the extra electronics on board, the weight and space they needed, restrictions to fly, and so on, but still it will take a longer time to activate them into action.

Talking about different subjects is important, but talking, lobbying, with these representatives from everywhere of Europe is very important. The EGU knows we are here and that we are partners in discussions and support them.

Thinking about annex 2 gliders; it would be a good thing when we, the VGC, supervise a program where all the Europe Countries have the same standard of maintenance and repair schedules for annex 2 gliders. If so, the National Authorities will recognise the system and it is easier for them to accept annex 2 gliders with different registrations from different Countries. It would be easier for the next step that we can fly in every European Country without asking permission all the time. It is important that we take the lead, otherwise they will tell us how to do it, and when there is a law, you can't change it afterwards.

Howard Torode, technical officer of the EGU board, BGA Chairman of the Technical Committee and VGC member, mentioned that this is not the only problem; countries want to know and control where the glider comes from and their history; who built them and was it built to the required standard? Graham made the point that never mind who and where they were built, most of them are over 50 years old and proved that they are airworthy and safe to fly! There are thousands of younger GRP gliders that still have to prove that they can survive that long!

Even we are keen on security and safeness, we are not suicidal, but we are more and more being confronted by rules that have nothing to do with safety, so we have to fight them if they are not realistic for our Vintage Gliders.

Some times I have a dream: Let us organise an International Rally in the time our gliders were new. That would be fun! Hi young man, you never flew? If you want a ride on the T-38, it's fine by me. I will tell you how to handle it - have a go!

See you at one of our Meetings.

Jan Forster, Chairman VGC

A shortened version in German can be found on page 7

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Secretary's word

As you will no doubt know from Issue 131 with the sudden retirement of Rick Fretwell, things behind the scenes here at the VGC have been very hectic indeed, especially as we have worked to pick up the shortfall over the last 6 months.

Naturally during these difficult times there have been some hiccups with membership matters, and to all those that have been caught up in the confusion, may we here at the VGC extend our sincere apologies, and only hope that you will understand the difficulties that

we have had to contend with. Your membership is very much valued, and we hope that you will continue to be a valued member for many years to come.

May I also take this opportunity on behalf of the club to extend our heartfelt thanks to the following people who have worked to make our lives a little bit more bearable. They are Gayle Pearce, Ray Whittaker, and Grant Williams. Without their help I can assure you that the VGC would be in a far worse predicament to date, so again can I just say, thank you.

You will also see that although the AGM calling papers have been prepared,

we have not however, been able to include the yearly Accounts. These are currently being prepared, and once audited, will be posted on the clubs website. Copies will also be available on request by post, and will also be available for viewing before, and at the AGM at the Spitzerberg.

May I thank all of the membership for their patience and understanding during this difficult time.

Happy landings all,

Bruce Stephenson



The VGC Annual Dinner

Report from Andrea Bruenig.

As usual, the first Saturday of October - this year 2nd October - we had our Annual Dinner. What was not usual was the place in which we celebrated it. For the first time since the foundation of the VGC the Dinner was held on the continent - at the Hotel de Witte Bergen in Eemnes, near Hilversum, in the middle of the Netherlands. The committee decided to bring the Dinner more to the people, especially to the people living on the continent, because not many of them went previously to the Annual Dinners at the UK.

We had a very warm welcome, with the sign at the room the VGC rented:

Vintage Glider Club – based in the United Kingdom.

To make the Dinner more British some of the Ladies wore hats; many of us took an evening dress. Also the men looked very elegant.

After an initial one hour period for a “big hello to everybody” - there were about 75 people, our Chairman Jan Forster begged us to take our seats. In his welcome speech he mentioned especially the Vice Presidents Nike Newton, Harald Kämper and Neelco Os-inga; moreover the special guests Loek Boermans, Jan van Os and the Chairman of the Dutch Gliding Association Robbert Jung-blut. But he also gave us the bad news that one of our Vice Presidents - Willi Schwarzenbach – had died two weeks ago.

Also Jan reminded us that at the Rally at Achmer last year the club had the wrong flag, because they just had the flag of England, but not the flag of the United Kingdom. So Jan gave to the present Germans a lesson in British geography by listing the countries of the UK: England, Wales, Ireland and ... - everybody screamed “Scotland” and in came a bagpiper!!!

Herman van den Berg played three songs on his bagpipes and explained how it works to play the bagpipes. It’s actually not easy; at least you have to do three things at the same time, blowing air in the



bag, regulating the pressure of the air in the bag and playing the flute.

After serving the soup we heard the first part of Loek Boermans’ speech. Loek Boermans developed the airfoils for most gliders - at least for the German gliding companies; for example Schleicher, Schemp-Hirth and DG.

His speech could be called as its motto “Vintage meets Future”, for we - the Oldtimer enthusiasts - heard a speech about one of the most modern gliders in existence - the Concordia, which is being built in the USA by Dick Butler.

It is a glider with a wing span of 28 m and a glide angle of 1:75 - something we “Oldies” only can dream of (but do we want that?)

In his first part of the speech he explained the novelty relating to the airfoils. In his second part of the speech - after an outstanding starter buffet and a just as fantastic main course buffet - he showed us pictures of the building of the glider. The first flight is expected to be in spring next year.

It is not easy to find good speakers for an event like the Annual Dinner, but the committee did well and also found Jan van Os.

During a fantastic grand dessert choice and having coffee, he told us some funny stories about his gliding experiences from the past and about his work finding crashed and missing airplanes from the war.

And that with a background music of Land Of Hope And Glory – Great!

He is such a funny man; we had a lot of laughs.

Again something sad to declare, our President Chris Wills could not take his place at the Annual Dinner this year because of his ill health. “We missed you deeply Chris and hope you will join the Dinner next year!” Because of that, Nick Newton as Vice President took over the Prize Giving. There were a lot of prizes to give to Peter Underwood, Lorry Woodage, Johannes Fischer, Francis Russell (better known as Lofty), Hartmut Sammet, John Gilbert, John Greenfield and Johann van Dijk. Also Jan gave VGC Plates to Nick Newton, Rick Fretwell and David Weeks for their long-standing work in the committee.

At last we had the raffle! What fun that was! We had a whole table full of prizes

- very interesting and also valuable prizes like old paintings, old books, old films and a lot more. Gayle Pearce and Luc Stalman sold lottery tickets for about 350 €. The raffle itself took nearly one hour and people said it was the best and biggest raffle we ever had - well, at least one of them.

It was an absolutely outstanding, excellent evening - the event of the year? - maybe. At least we all had a lot of fun.

It is always nice to meet so many friends again at the end of the year, or let’s say the end of the season, after a fantastic rendezvous and rally.

Next Annual Dinner will be held at Saturday, 1st

October 2011. And for sure we go to the UK next year!

We are sure the committee will find again a nice place to celebrate this event. Perhaps we see again some ladies with hats or amazing evening dresses, perhaps we will organize again such a fantastic raffle with many prizes, perhaps we will hear again funny speeches of the past and the future and perhaps YOU will come as well...

Shortened German version

Am 02. Oktober fand unser Annual Dinner statt. Das erste Mal in der Geschichte des VGC auf dem Kontinent - nämlich in Mitten von Holland. Das Komitee hatte beschlossen, den Mitgliedern (vor allem jenen auf dem Kontinent) das Dinner näher zu bringen - also auch räumlich.

Um das Dinner etwas mehr britisch zu gestalten trugen einige Damen Hut; viele kamen im Abendkleid.

Nach einer Stunde des „großen Hallos zu Jedermann“, bat unser Chairman zu Platz, nicht zuletzt, um unserem vor zwei Wochen verstorbenen Vize Präsident Willi Schwarzenbach zu gedenken.





Jan erinnerte uns an das Missgeschick bei der Rally 2009 in Achmer, wo lediglich die Flagge von England, nicht jedoch jene von Großbritannien vorhanden war. Jan gab somit eine Lehrstunde in britischer Geografie und zählte die Länder des Vereinigten Königreichs auf: England, Wales, Irland und ... - alle riefen "Schottland" und herein marschierte ein Dudelsack-Spieler!!!

Herman van den Berg spielte drei Lieder und erklärte, wie ein Dudelsack funktioniert, was gar nicht mal so einfach ist.

Zwischen Suppe, Vorspeisen-Buffer



2011 VGC Annual Dinner Save the Date



This years Annual Dinner will be held on Saturday 1 October in the UK. We are looking at Venues close to the De Havilland Museum and RAF London Museum around Borehamwood (outskirts of north London), so easy access from M25, M1 and A1. So there is no excuse for you not to attend, even those of you from Europe. So book the date in your diary now and more information will be available in the next issue of VGC News on the website or via your country representative.

VGC Trophies & Medals

International Rally Challenge Trophy

Awarded to the best restoration of a vintage or classic glider attending the International Rally.

Previous Winners:

- 1995 Slingsby Petrel (Graham Saw)
- 1996 Avia 40P (Mike Birch)
- 1997 Kite 2B (Ralph Hooper, Frank Irving, Bill Tonkyn)
- 1998 Sky (John Tournier)
- 1999 Efe PM3 (Graham McLean)
- 2000 T21b (Klaus Schickling)
- 2001 L-Spatz (Gere Tischler)
- 2002 Kranich 2D (Achmer)
- 2003 L-Spatz 55 (Jukka Pikkusaari)
- 2004 Huetter 28 (Werner Kaluza)
- 2005 Bowlas baby Albatross (Jeff Byard)
- 2006 Kranich 3D (Josef Auer, Fitz Bauer, Gerhard Bauer)
- 2007 Scheibe Specht D-555 (Axel Mitzscherlich)
- 2008 Moswey 4A HB-522 (Andreas Fahrni)
- 2009 DFS Reiher (Achmer Team: Stefan Krahn, Hermann Hackmann, Harald Kaemper, Oswald Dickau, Stephan Soll)
- 2010 Minimoa BGA 1639 (Francis Russell, special honour to Peter Underwood)

International Rally Best Achievement Trophy

Awarded to the best achievement during the International Rally or the best replica vintage or classic built glider attending the International Rally.

Previous Winners:

- 2001 Habicht (Christoph, Clemens & Walter Zahn)
- 2002 Reiher (D-7033, OCS)
- 2003 Kite 2 (Chris Raine)
- 2004 VGC Poland (for hosting the 32nd International Rally)
- 2005 T31 (Jan Forster)
- 2006 not awarded
- 2007 Ka6CR (D-6290, Johannes Fischer)
- 2008 Ka4 (PH-247, George Slot)
- 2009 Hol's der Teufel (OK-A415, Ulf Kern for 7.05 hours flight)

Chairman's Trophy

Founded by David Shrimpton and awarded for meritorious services to the VGC.

Previous Winners:

- 2009 Jochen "Cassius" Ewald (translator, tireless helper in the background)
- 2010 Johan van Dijk (digitising the entire VGC microfiche collection by bulk scanning)

Syd Davies Trophy

Awarded for outstanding services to the VGC.

Previous Winners:

- 2000 Collin & Alice Anson (VGC sales)
- 2001 Willi Schwarzenbach (Lifetime Vice President)
- 2002 VGC Achmer Group (youth work in aid of VGC)
- 2003 Nell Dijkstra (Council Secretary, Sales effort and Dutch membership contact)
- 2004 Mike Stringer (Accountant on behalf of VGC for many years)
- 2005 Margaret Shrimpton (Editor and improvements to VGC News 1993/1996 & 2001/2007)
- 2006 Harald Kaemper (Vice President, FAI award for services to Youth and Gliding)
- 2007 Laurie Woodage
- 2008 David Shrimpton
- 2009 Robin Willgoss (efforts to VGC international website)
- 2010 Peter Underwood (efforts to the VGC, representing the VGC in the BGA Technical Commission. Extraordinary restorations and restoration support for many years)

Rodi Morgan Plate

Awarded for the best flight at the UK National Rally each year.

Previous Winners:

- 2005 John Dredge Capstan 7000' Challock

VGC Commendations

Awarded for meritorious flights, restoration work or assistance to the Club by VGC member(s).

Previous Winners:

- 2007 St. Auber Club members M200 OO-ZHH
- Leigh Bunting Grunau 11b VH-GDN
- Jiri Lenik (Czech) Krajanek OK-8560
- David Weekes 21000' Aboyne in a Skylark IV (UK)
- Werner Tschorn 217kms in Weihe 50 D-1080 Eggersdorf (Germany)
- Frank Konsek Grunau Baby 2B D-5457 5hrs 32m Eggersdorf (Germany)
- Johannes Lyng & Team Restoration of Jaskolka OY-ZO (Denmark)
- Frank Kramer Restoration 1941 TG1 Cinema Military Trainer (USA)
- Rick Fretwell Treasurer Duties
- 2009 Walter Eisele Restoration of Zugvogel D-8824
- 2009 Tonnie Wensing Restoration of V-20 PH-90
- 2009 Ralph Hasselmann Restoration of Cumuls D-6068 (Osnabrücker Verein für Luftfahrt e.V.)
- 2010 John Gilbert Restoration of Skylark 3 BGA-844 BBT
- 2010 Hartmut Sammet Restoration of L-Spatz D-8310
- 2010 Laurie Woodage Restoration of Scud

Phil Tiley Memorial Cup

For the most outstanding event at the International Rally.

- 2010 Ulf Kern & Jiri Lenik (Hol's der Teufel & Krajanek team cross country from Tibenham to the coast, over the sea and field landing 50km from Tibenham)

Frank Reeks Trophy

Best Grunau Baby at a National or International Rally.

[Not awarded recently.]

- 2007 Grunau 111b OO-ZPR (Steven Van Leon & Rob Van Geffen)

Shaw Slingsby Trophy

Best flight in a Tutor or Cadet each year.

- 2010 John Gilbert. Cross Channel flight in Skylark 3 on 27/8/09 to celebrate 70th Anniversary of 1st cross Channel soaring flight on 22/4/39.

Ed Hall Trophy

Best flight from Lasham in a vintage glider.

Previous Winners:

- 2005 Derek Copeland & Paul Halliday. Bocian flight Lasham to Dunstable & return 140kms.
- 2009 Adrian Emck. Ka6E flights 422 kms on 4/6/09 and 527 kms on 14/6/09.

Best Rally Model

Best model during the International Rally.

Previous Winners:

- 2010 John Greenfield & John Gilbert. 1/2 scale Orlik.

VGC Medals

Medals awarded in Tibenham 2010:

- Medal #101 Bob Lloyd, Organiser Rendezvous, Challock
- Medal #102 James Francis, Webmaster at the 38th International Rally Tibenham
- Medal #103 Phill Morgan, Maintenance at 38th International Rally Tibenham
- Medal #104 John Kinley, Infrastructure and generators at 38th International Rally Tibenham
- Medal #105 Dave Blyth, Office at 38th International Rally Tibenham
- Medal #106 Berkeley Pittaway, Clubhouse and Infrastructure at 38th International Rally Tibenham
- Medal #107 Graham Parker, Weather Forecaster at 38th International Rally Tibenham
- Medal #108 Mark Wright, CFI at 38th International Rally Tibenham
- Medal #109 Norman Clowes, Coordinator at 38th International Rally Tibenham

und fünf Hauptgang-Variationen hörten wir die zweiteilige Rede von Loek Boermans, der eine Vielzahl von Segelflugzeugprofilen entwickelt hat. Seine Rede stand quasi unter dem Motto „Vintage trifft Zukunft“, denn wir - die Oldtimer-Enthusiasten - hörten eine Rede über eines der aktuell modernsten Segelflugzeuge - die Concordia.

Es ist sicherlich nicht einfach, gute Redner mit interessanten Themen für ein Event wie das Annual Dinner zu finden. Aber das Komitee hat ganze Arbeit geleistet und auch noch Jan van Os eingeladen, der uns während der üppigen Nachtsch-Variationen einige lustige Geschichten aus alten Zeiten erzählte.

Und dennoch gab es erneut etwas Trauriges anzumerken, denn unser Präsident Chris Wills war zum ersten Mal nicht beim Annual Dinner. Nick Newton als Vize Präsident hat die Preisverleihung übernommen.

Zu guter Letzt war dann noch die Raffle (Tombola, Lotterie - wie immer man das nennen mag)! Und das war ein riesen Spaß! Wir hatten einen ganzen Tisch voller interessanter und wertvoller Preise. Lose für über 350 € wurden verkauft. Und das anschließende „Verlosungsschauspiel“ dauerte rund eine Stunde.

Es war ein rundum gelungener Abend - das Event des Jahres? - vielleicht. In jedem Fall hatten wir jede Menge Spaß. Es ist doch immer wieder schön, so viele Freunde am Saisonende nochmal zu treffen.

Im nächsten Jahr findet das Annual Dinner am 01. Oktober 2011 statt. Vielleicht sehen wir wieder einige Damen mit Hüten und eleganten Abendkleidern; vielleicht erhalten wir wieder viele Spenden für eine fantastische Raffle, vielleicht hören wir erneut interessante Reden über Zukunft und die gute alte Zeit und vielleicht kommt IHR ja auch...

Rally round

It is with great regret that we have to announce that this year will be the last year that our long-standing Board member, Graham Saw is to serve on the Board. Graham has given over 20 years service for the VGC, and feels that now is the right time to retire from the Board, something that has given him very much pleasure over the years.

Naturally we will all feel the loss of Graham and his very fruitful contributions, and respected views, and wish him well in his well-deserved retire-

ment! This of course means that we need to look towards filling the positions that Graham is vacating.

We therefore ask you to consider giving your services to the VGC as we are currently looking for candidates to fill the position of UK Rally organiser.

The Rally organiser is a very rewarding position, and entails liaising with UK clubs for the staging of our yearly National Rally, and to assist the International Rally Secretary as required. Anyone wishing to consider taking up this interesting position, can you please contact the VGC Secretary, Bruce Stephenson. stephensons@talktalk.net

Spitzerberg Update

For those members planning to attend the International Rally at Spitzerberg, Austria, Klaus Schickling informs us of some important news...

Flying of Annex II gliders in Spitzerberg, Austria:

If your glider has an ICAO compliant CofA with no restrictions, no action is required. You can fly in Austria.

If your glider has an ICAO compliant CofA with restrictions or if your glider does not have an ICAO compliant CofA (like all BGA registered Annex II gliders) you need approval to fly in Austria. For this send a good readable copy of your registration certificate, CofA, insurance and pilots licence to *Andreas Baumann, Mühlleitnerstrasse 40, A-2301 Gross Enzersdorf, Austria.*

The Paperwork should reach Andi by July 1st, 2011 latest.

Betreff: RE:

VGC-Rally Annex II Gliders

Alle Annex II die ein ICAO conformes LTZ haben brauchen keine Einflugbewilligung.

Alle die ein Permit, Zwischenbewilligung oder eingeschränktes LTZ haben benötigen eine Einflugbewilligung und die hat der Halter bei uns zu stellen.

Andreas Baumann, Mühlleitnerstrasse 40, A-2301 Gross Enzersdorf, Austria.

Tibenham Donation.

The VGC Committee and members would like to extend their thanks and appreciation to Norman Clowes and his team at Tibenham for a hugely successful 2010 International Rally, and would especially like to extend our grateful thanks the Norfolk Gliding Club for their very generous donation of £1000.

AERO Fair, Friedrichshafen

This year, the VGC will again be present at the AERO Fair, Friedrichshafen, between the 13th and 16th April. We are getting the exhibition area for free. Look out for the full report in the next issue of VGCNews.

The Wally Kahn & BGA eBook Library Project

Wally Kahn's and Peter Redshaw's paths collided last year resulting in a determination to scan Wally's Collection of UK gliding books and the evolution of the current project.



Wally is that well known glider pilot whose exploits are captured in his book "A Glider Pilot Bold". He has been actively and continuously engaged in gliding since 1945. As part of his life's rich tapestry with UK gliding Wally had dedicated himself to collecting all known UK Gliding books and every UK gliding magazine.

Peter is from the North, away from the mainstream of gliding, lays claim to having been brought up on an airfield and is the third generation of his family to be involved in gliding since 1930. He is best known for his renovated Capstan.

A nearly complete set of UK gliding magazines were given by the Redshaw family to The Lakes Gliding Club in 1990. A number of magazines went missing from this set. Peter decided that the only way to ensure their survival, retention, and provide easy and safe access to this information and history was to commit them to digital format. So the initial scanning project was born about 7 years ago.

With the support of Wally, who kindly allowed access to his complete collection, all UK gliding magazines from 1930 to 2000 have now been scanned into searchable PDF format, some 700 magazines, including 108 VGC News & Newsletters.

December last, Peter completed the scanning of the magazines up to 2000 and asked interested parties for support to scan the books held by the BGA. Wally highlighted that he held a complete set of UK gliding books and was



Nachricht des Chairman

Wir kommen gut voran mit den Arbeiten an unseren Flugzeugen, aber auch an diversen anderen Fronten sind Fortschritte zu verzeichnen.

Zwei weitere VGC-Mitglieder unterstützen das Board als Directors. Ja, richtig: Board. Seitdem der VGC als Limited Company firmiert, sind einige Änderungen vorgenommen worden. Unter anderem heißt das frühere "Committee" jetzt "Board". Wir heißen die beiden Neuen herzlich willkommen: Die Aufgabe des Schatzmeisters übernimmt Grant Williams, welcher über umfangreiche betriebswirtschaftliche und rechtliche Erfahrung verfügt. Ray Whittaker kümmert sich als Membership Secretary nun um die Mitgliederverwaltung. Beide sind vorläufige Board-Mitglieder und werden sich während der nächsten Jahreshauptversammlung zur Wahl stellen.

Im Februar 2011 nahmen Graham Saw und ich am EGU-Kongress in Madrid/Spainien teil. Wir hatten dort sehr interessante Gespräche. Graham wird darüber in den VGC News separat berichten.

Unter anderem gelang es uns, die EGU-Delegierten zum Nachdenken zu bewegen über relevante Themen wie zum Beispiel immer höheres Gewicht der Flugzeuge durch immer mehr erforderliche Elektronik an Bord, Flugbeschränkungen usw. Ein Anfang ist gemacht, aber es liegt noch ein langer Weg vor uns. Auf jedem Fall sind diese regelmäßigen Gespräche mit europäischen Luftsportvertretern wie auch die damit verbundene Lobby-Arbeit sehr wichtig. Und wir gehen eine verlässliche Partnerschaft mit der EGU ein.

Im Zusammenhang mit Annex-2-Segelflugzeugen wäre es wünschenswert, wenn alle europäischen Staaten ein einheitliches Wartungs- und Instandhaltungsprogramm anwenden würden. Das wiederum erleichterte u.a. den nationalen Luftfahrtbehörden die Zulassung ausländischer Flugzeugmuster im jeweiligen Land. Fliegen im Ausland wäre ohne Sondergenehmigungen unkompliziert möglich. Um dieses Ziel zu erreichen, müssen wir jetzt an vorderster Front handeln. Andernfalls treten die Gesetze in Kraft und wir können uns nur noch fügen.

Wir alle legen großen Wert auf Sicherheit und hegen ganz und gar keine suizidalen Absichten. Allerdings werden wir mit immer umfangreicheren Regularien und Vorschriften konfrontiert, die teilweise mit Sicherheit nicht mehr viel zu tun haben. Wenn diese Vorschriften für Oldtimersegelflugzeuge gänzlich unrealistisch sind, müssen wir etwas dagegen unternehmen.

Hin und wieder überfällt mich ein Traum: Wie wäre es, wenn wir eine Internationale Rally im Sinne genau der Zeit austragen würden, in welcher unsere Flugzeuge auf den Markt kamen? Das wäre ein großer Spaß! "Hey, Du Jungspunt, willst Du mal mit meiner T38 fliegen? Ich geb' Dir 'ne Einweisung, und dann kannst Du das brandneue Gerät mal ausprobieren."

Bis bald bei einer unserer nächsten Veranstaltungen.

Jan Forster, Chairman des VGC
(Übersetzung: Stefanie Gester)

Keep your Membership details up to date please!

Membership Secretary message from Gayle Pearce & Ray Whittaker

Thank you to those of you who responded to my email asking for volunteers to help within the VGC. Ray Whittaker came forward and volunteered to take on the membership secretary role. I handed over the reins just before the New Year, at the busiest time for the Membership Secretary. Ray has been doing a fantastic job of handling the renewals and also welcoming new members. At the time of going to press only **493** of you have renewed, so as a final plea from me, come on the rest of you, make Ray's day and get on the internet www.vintagegliderclub.org and renew through PayPal or fill in the form which arrived with your magazine and send it with a cheque to Ray.

It is vitally important for you members to keep your details up to date. I received several returned magazines, especially from Europe with incorrect addresses. Also from the email I sent out I had a huge number of failures, so please do go online www.vintagegliderclub.org and amend your details. See below to find out how to do this.

In this electronic age we would like to use electronic communication in a more productive way, e.g. sending a renewal reminder. For those of you without an email address, would you think about getting one, or using a family member/friend that already has one. We understand if this is not something that you feel comfortable with but we thought we would ask you to consider it. It does save a lot of time and money.

I have enjoyed helping the VGC Board as Temporary Membership Secretary and will continue to help and support the Board as and when required. So Ray – over to you.

To update your details, go to www.vintagegliderclub.org

Now left click on the orange tab **VGC Interactive** which is to be found in the column on the left under the VGC Logo.

Read and comply with the instructions found in the first section of the VGC

INTERACTIVE **LOGINPAGE** headed **Login - Display in New Window**

Now click on this blue tab.

This will open up the 'Login' Page where the Member must enter his

Username (your VGC membership number): **<mem_no>**

• and **Password** (which is 'Case specific'): **<Password>**

(Note that your password can be remembered by ticking the appropriate box).

If you have forgotten your password, please email vgcmem@vintagegliderclub.org

The page that opens has a list containing several headings in red:

Members **Gliders** **Gallery** **etc.**

By clicking on 'Members', your individual membership details appear.

These can be checked, and updated if required by clicking on the word 'Edit' which is found on the far left. Please do fill in the information that is missing.

Any changes that have been made must then be **saved** before returning to the main menu.

Note: These details are only accessible by the individual member concerned (as well as the VGC Membership Secretary for administrative purposes)



prepared to gift them to the BGA.

The project has made rapid progress. Over £6000 has been raised to professionally scan the books, the BGA is onboard and will host all the magazines and eBooks on the BGA/S&G website, the BGA has confirmed it will house the library, the VGC has authorised the inclusion of their VGC News, Wally has produced a master catalogue of all the books held by himself and the BGA, a competitive price has been established and donations have been encouraged by the opportunity to obtain a free CD with a copy of all the magazines at high resolution (for personal use only).

Professional scanning work should start at the end of May and project completion should be before the year-end, subject to raising the rest of the £10000.

The VGC has also offered its enthusiastic support for the project both directly and indirectly and has kindly agreed to make a £500 contribution towards the

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project. Not only that, they have also pledged to support the project both in the short and long-term, as they feel that the project is complimentary to, and parallel with the VGC's archiving activities.

Google The Wally Kahn & BGA eBook Library to follow progress. Whilst there, look at The Old UK Gliding Magazines page, don't waste your visit, make a donation. □

CLASSIFIED ADVERTS

Small advertisements are free to members and are charged at the joining rate for non members. Send your adverts to The Vintage Gliding Club, address on inside front cover.

FOR SALE

For disposal. **Schweizer SGS 2-12 (TG-3A) 2-seater**, currently in the USA collection at the Imperial War Museum, Duxford, UK. Bob Gaines tells us that this sailplane is not wanted either at the Duxford museum nor at the National Soaring Museum at Elmira because of space and transport cost to get it from the UK to the US. This type was designed for the US Army in 1942 mainly of wood, as aluminium was becoming scarce. It was to train Army glider pilots. 115 TG 3's were built. Span of 16.4m with a max L/D of 1:24 at 83.9kph. Contact Chris Wills (01491 839245) for more information.

SZD-30 Pirat, with trailer. G-DCKD, BGA 1596, serial no B-327, built in 1969, 1207 hrs and 2080 launches. EASA transitioned, ARC and annual inspection until September 2011. Basic instruments plus Turn and Slip. Aluminium trailer in good roadworthy condition, refurbished in 2010 including fitting new wheels, brakes and suspension. £1500. For further details, contact Barry Lytollis, Borders Gliding Club. pinetops@lytollis.co.uk or Tel 01669 621691.

Vasama Pik 16C. BGA 1540 with Trigraph CGV. A rare, classic, annex II 15m Glider. Built in 1965, this glider is number 48 of a total of only 56 built. In airworthy condition, presently the only one of its type in the UK. Wings and tail surfaces recently refurbished to a high standard. Fuselage surface needs slight attention. The trailer is good (fibre glass sheets on a steel

Frame) but needs a clean up. Glider based at Northumbria GC. Value: £2,500. More details contact Dave Osborne. 0191 4143740 or email c1lr.bosborne@gateshead.gov.uk

VFW Fokker FK3. C-CHJA, BGA 3791. 18m metal open class glider. Built in 1971, 1450 hours, 850 launches. Basic instruments. All metal trailer in good condition. ARC until May 2011. £3500 ono. Flown at Welland GC near Corby, Northampton. Contact Malcolm Johnson, Malcolm@71lon.com

Large building plans for a **FAFNIR** model (as the Fafnir was originally). Very cheap. From C.Wills, "Wings", The Street, Ewelme, Oxon OX10 6HQ. Tel: 01491-839245

For Sale to a good home. **Rhoenlerche Ka4 PH-247**. Built in 1956, in excellent flying condition.



3,400 hours. "We are looking for a good home for the Ka-4 and are willing to sell it for a good and acceptable offer. Of course the beautiful, newly built, closed trailer is for sale as well." Contact email: georgeslot@home.nl

For Repair and Restoration. **1943 Jacobs Schweyer built WEIHE BGA 448**. Its fuselage is already considerably repaired. This is a famous aircraft, having once been flagship of the Surrey Club's Fleet at Redhill and Lasham. It

was flown from Redhill to Brussels over 300 kms, by Lorne Welch, on the 12th April 1950. It took part with the same pilot in the World Gliding Championships in Sweden (Oerebro) during that year. Contact is Nick Jafferay, tel evenings:- 01926 843302, Address:- Norton Paddox Lane, Main Street, Norton Lindsey 8JA CV35, nickjafferay@btopenworld.com. *BGA 448 is kept in a container on the airfield of Snitterfield and can be viewed by appointment. This is one of the three WEIHEs that were organised to Britain in July 1945 from the Wasserkuppe by P.A.Wills.*

WANTED

Wanted: For the restoration of a **Griffin I**, I would like to find drawings, parts, documents and photos for this aircraft, as well as information and documentation on the fate of the aircraft built at the Griffin Flugzeugbau in Rendsburg/Germany, plus any history of the company.

Zur Restauration eines Greif I suche ich Zeichnungen, Teile, Dokumente und Fotos zu diesem Flugzeug sowie Informationen und Unterlagen zum Verbleib der beim Greif-Flugzeugbau in Rendsburg/Germany gebauten Flugzeuge und zur Geschichte der Firma. e-mail: dreyer.wb@w-funke.de . □



Diary Dates for 2011

Information on Vintage Rallies and Events are continually being received. For more up-to-date information on the events listed below, please visit the VGC website (www.vintageglideclub.org) regularly.

Sunday 3rd April Australian Homebuilt Sailplane Association

would like to advise interested persons that there will be a Symposium at Bacchus Marsh Gliding Clubhouse on Sunday 3rd April, 2011, from 10.00am to 1.00pm. Provisional topics are "Building the Minimoa", speakers Malcolm Bennett and Peter Raphael and "Why I wanted to build the Minimoa", speaker Fernando Salazar. It is intended that two additional speakers will give presentations, to be confirmed. Contact James Garay, (03) 9367 3694 or Peter Champness, (03) 9497 2048.

13th – 16th April AERO Friedrichshafen, Germany

Again the VGC has the opportunity to present Vintage Gliding at this General Aviation Fair. Event Website <http://www.aero-expo.com>

22nd April 2011 (Easter) Vintage and 13.5m Rally

Hunter Valley Gliding Club, NSW, Australia. A meeting place for Vintage and 13.5m World Class gliders. Prizes for best wooden glider, best metal glider, classic plastic. Jaskolka restoration workshop tours. Cross-country tasking by "stepping stones" airfields. Launching by Pawnee only – our tuggies can fly slow but not slow enough for every classic glider. Details on our web site www.hvgc.com.au. Contact Morgan Sandercock 0428 433 484 or morgan@sandercock.com

21st – 29th May VGC National Rally (UK), Nympsfield, UK

This year the Bristol & Gloucester Gliding Club will be holding the VGC National Rally (UK) at their beautiful hill/thermal site. They have all the usual facilities required for this event including winch & aerotow, on-site restaurant, bunkhouse, showers, BBQ facility, camping etc. and there will be weather briefings each day. Contact the club or Rob for further information and booking. Contact: Rob Hanks; Email roberthanks@talktalk.net; Tel +44 1453 860342 (Clubhouse); Website <http://www.bggc.co.uk>

11th – 19th June 32nd Grunau Baby Meeting

Rana u Loun, Czech Republic; The 32nd Grunau Baby Meeting will be held in Rana in the Czech Republic. A must for Baby owners. Contact Email baby2011@LKRA.cz Website <http://www.LKRA.cz>

11th – 19th June Blumberger Oldtimertreffen, Blumberg, Germany.

Again Heinz Nierholz will host the Blumberger Oldtimertreffen in southern Germany. Contact Heinz Nierholz. Event Website <http://www.luftsportverein-blumberg.de>

11th – 19th June French National Rally at Pont-Saint-Vincent

The French Vintage Gliding Club "Dedale" is having this years annual meeting in Pont-Saint-Vincent. The Club is celebrating its 80th anniversary this year. International visitors are welcome. Contact: Christian Mathieu. Email: discus2@free.fr. Website <http://acam54.free.fr/>.

14th - 18th June 5th International Continental Slingsby Rally, Goch-Asperden, Germany

"This is a very laid-back rally where fun is the

essential feature! Although it is mainly for Slingsby gliders, other types are allowed (it makes the Slingsby types look better!) From past rallies, it appears to the spectator that the theme of the rally is to throw the gliders into the air in as many ways as possible. Early arrivals for the club's "Open Day" welcome. For planning purposes please register with Bob and Sylvia as early as possible". Bob and Sylvia van Aalst. Email sedbergh@hotmail.com. Website <http://lsv-goch.de.fc-host32.de>.

17th – 25th June The Camphill Vintage Rally 2011, Camphill, UK

This is the 16th Camphill Vintage Rally. As usual - a full diary of social events, a highly organised flying programme and a great crowd of marvellous people! This is the 'year of the Capstan' with a tankard for the best flight. RC models are an option for the evenings. Contact Name Rob Faulkner. Email dlgc@glidingclub.org.uk or Rob@titanic.co.uk. Tel +44 1298 871270 or +44 1298 871207. Website <http://www.dlgc.org.uk>

18th to 19th June Cockpit-Fest

Details at www.newarkairmuseum.org

23rd to 26th June Spatzentreffen

Spatzentreffen will be from on the German Airfield Gerstetten organised by family Sammet. Further details contact: info@scheibe-aircraft.de or christina.kucke@gmx.de

3rd July Whispering Wardrobes Rally, Booker, UK

As usual, this epic event is to determine which vintage glider gives the most fun (grin-factor) after being thrown into the air. All launches are by slow and dainty aerotow. There will be a BBQ in the evening or go down the pub, which ever gets the most votes. Graham Saw. Email graham@servotechnique.co.uk Tel +44 1628 776173. www.bookergliding.co.uk

9th – 16th July International Vintage Glider Meeting Ugo Zannier. Rivoli di Osoppo, Italy.

The airfield of Osoppo is at the foot of the Pre-Alps Giulie, near mount Cuarnan. With a short tow you can enjoy the imposing scenery of Canin and Goglians Massif, which is ideally for thermal lifts. For further details, please see Vincenzo's homepage. Vincenzo Pedrielli, Vincenzopedrielli@gmail.com. Tel +39 3404996456. FAX +39 432 986250. Website <http://www.vincenzopedrielli.it>.

23rd - 30th July IGC Gliding Grand Prix Final, Wasserkuppe, Germany

The VGC has been invited to display and fly vintage gliders during the event on July 24th and 25th (dates might change slightly), celebrating the 100th anniversary of gliding. This will be a tremendous chance to promote vintage gliding. For further information kindly contact Ulf Ewert. <http://gfs-wasserkuppe.de/>

29th – 31st July Vintage Weekend. York Gliding Centre, Rufforth Aerodrome, UK

An informal gathering of Vintage Gliders, come and fly in the Vale of York at one of the friendliest clubs around. We will be flying at the club all week, so feel free to come for the week, there will be plenty of people around. The choice of winch or aerotow available. Saturday night will be BBQ night. There is plenty of room for camping and being right next to the City of York there are plenty of B&Bs around. Contact Name Paul Darnbrough.

Email office@yorkglidingcentre.co.uk,
Tel +44 1904 738694 (club),
Website <http://www.yorkglidingcentre.co.uk>

30th July – 10th August 39th. VGC International Rally 2011, Spitzerberg, Austria

The 39th VGC International Rally will be held in Spitzerberg, Austria, located between the cities of Vienna (Austria) and Bratislava (Slovakia). Contact: Andreas Baumann. Email see event website at <http://vgc2011.spitzerberg.at>.

3rd July – 13th August European Cup of the Two-Seater Glanders, Poitiers, France

For those not going to the International Rally in Austria, this Two-Seater Competition offers a Vintage Glider Class. Have a look at the website. Freddy Thery, Email accp8.vav@wanadoo.fr. Event Website <http://www.poitiers-planeurs.com>.

7th – 12th August Vintage Task Week, Lasham, UK

If Austria is too far to travel but you want fun vintage flying join us and enjoy cross country flying using the superb Lasham facilities. For all vintage performance levels. Cross country briefings every day. Tasks set for all skill levels. Daily and overall prizes. Special prize for the furthest point reached from Lasham. Piper Super cub slow tows available. Free entry (£30 week temp visitor membership). Richard Moyses. Email richard.moyse@lasham.org.uk. Tel +44 1256 384904

26th – 28th August 15. Kleines Segelflugzeug- Oldtimertreffen, Anklam, Germany.

The Segelflug Club „Otto Lilienthal“ Anklam e.V. invites all vintage pilots and friends of vintage gliders to the 15. Kleinen Segelflugzeug-Oldtimertreffen. Early arrivals and flying are possible from Wednesday August 24th. Reginald Kasubeck. Email reginald_kasubeck@web.de. Tel +49 39991 36146, +49 151 51950833. Website <http://www.fliegerklub-otto-lilienthal-anklam.de>.

27th August – 04th September Slingsby Week & VGC Meeting. Sutton Bank, UK.

The Yorkshire Gliding Club will be delighted to welcome friends old and new to this annual event. Not only for Slingsby gliders and owners, all types are welcome. Sutton Bank holds the promise of thermal, hill and wave conditions from a safe compact site with all the facilities for an enjoyable gliding week. See www.ygc.co.uk for more details. Contact Name The Secretary YGC or Phil Lazenby. Email enquiry@ygc.co.uk or phillazenby@onetel.com. Tel +44 1845 597237. Website <http://www.ygc.co.uk>.

1st October 2011.
VGC Annual Dinner and Prize Giving
Will be held in the UK. Further details, as soon as they become available, will be published on the VGC website. Contact Name Gayle Pearce

Diary Dates for 2012

30th July - 09th September 40th. VGC International Rally 2012, Pociunai, Lithuania.

The 40th VGC International Rally will be held in Pociunai, Lithuania. Opening Ceremony will be on the evening of Monday July 30th, Closing Ceremony on Thursday August 9th. Contact. Lina Ivanauskienė. Email l.jurkstaite@googlemail.com. Tel +370 671 09639. Website <http://www.pociunai.lt>



Spatzentreffen 2010

3/4/5 June

(This report didn't get into VGC131 because of space and the Editor being asleep at her post – but hopefully this, along with some beautiful pictures, will encourage many of our members to attend the next one! See Diary Dates–Ed) Photos by Herbert Maas, Marijke Waalkens, Willi Walty and Bilder

A Spatz is an old-timer from the years 1955-1963; built by Scheibe in Dachau in several variations like 13m: A and B mittel - 55 hoch/15m: L Spatz mittel - L-55 and Clubspatz hoch and III geschränkt hoch –French L55 Fauconet. The L-55 seems to be the most successful. The owners of these “Sparrows” started their meetings in 1983 at the German holiday “Frohnleichnam” and the free days after. A Thursday 10 days after Whitsunday.

In 2005 I was asked to give Met service to the Spatztreffen at Terlet and my Doppelraab V was of course also welcome. Since then I visited the always very friendly Treffens. Even the one in

Birrfeld near Zürich after the VGC Rally in Wels. Then once in 2009 at Biberach I “won” the First Price and had to organise the next one.

But in the Netherlands the transponder is compulsory during weekdays in gliders from April 2010 on. What to do? The active and motivated Gliding club Eerste Limburgse ZC at Schinveld had possibilities due to its geographical orientation near the German Border and the close contacts with Military Awacs Airbase Geilenkirchen and Civil Airport Beek. The rather small airfield surrounded by nature reserves was an opportunity. They have a good camping and Restaurant with owners who have compassion with gliding activities. Charlotte Fijnout of the club became my liaison for all details. It worked out perfect.

So I dared to organise the 27th meeting and took my Ka6CR with me, two Dutch glider friends Henk Boonstra (80 years young and still flying) and Patrick van Vals, my “flying” cat Pietro and

Dutch Spatz owner Piet de Crom (he sold a week before the meeting his Spatz to Achilles Sevrancx and came with a Bergfalke II). Finally 20 gliders participated: 16 German and French Spatzen, an on Schinveld just restored Mucha-22B flew for the first check starts and a SF 27 came with the Hartmut family as well. Unluckily the only home built French registered Motorspatz Fauculm could not come due to a knee operation of its owner René Hauss. Marcus Pönicke has to be in France in that period and Franz Havlicek had also health problems. On Thursday paid Spatz owner Johan Kieckens us a visit.

The weather Lords were grateful to us. On the Wednesday before the official meeting the sun and thermals did their job. The club Ka13 served for the check starts in order to get to know the complicated air structure and rules. The first pilots dared to go for the thermals but then everybody got the briefing items freshly showed as a recall (for landing





within 15 minutes because of an Awacs) caused one outside landing and a busy landing area at Schinveld.

Thursday till Saturday the club winched and towed the fleet up for long flights. The towing machines had to come from different airfields as the “new” club motorsegler was due to arrive one week later. Thursday Christian Kroll came from Aachen and asked if he could tow his sun in a Baby behind to Schinveld. Overheating caused a half way return. They came Saturday with their

Cumulus to say hello. The Swiss pilots Willi and Jörg Wälty – with only a tow hook on their HB 737 - flew hours that day in Ka 13, the generously offered by the club and had a winch experience. The club 4 cable winch is special. When set to a specific aircraft type, the pilot and winch create their own speed instead of the winchmen. Friday and Saturday the tow machines from Wershoven (motorsegler/piper) did their job. These three days were ideal for soaring. Most of the pilots were everyday for hours airborne: Total of 78 launches and 60 of them over an average of two hours per flight. One pilot made 20 hours in total. The evening temperature was still comfortable enough to sit outside on the camping side with a beverage creating a tremendous get together. Beautiful nature and nice old towns kept the ground crews satisfied. The Restaurant management were cooperative and served good food. This, together with very helpful club members, enthusiast pilots

and family, created a wonderful event.

The “competition” for the first prize was a little bit the own interpretation of the “jury”. There must be a next organiser of course. The habit is to have every year a funny and attractive way of getting the sequence of the launching list. Followed by a precise landing judgement and flight skill interpretation. This year it was a drive along a circuit in the stripped cv’s used for transport on the airfield with a special trailer. After all Hartmut Sammet of Scheibe GMBH at Airfield Heubach got the cup. He and his daughter Christina and the rest of the family like to organise the 28th Treffen in 2011 at GERSTETTEN near Ulm.

Good luck and Schinveld thanks.

Marijke Waalkens □





22nd Meeting of the OSV

on the Hornberg, 25-27 June 2010

(Oldtimer gliding Association Switzerland)

Original German text from Willi Wälty. Translation précis to English by Margaret Shrimpton. Photos: Max Raez and Willy Waiblinger.

Warum das Schweizer Oldtimertreffen auf dem Hornberg? Nun seit einiger Zeit ist Marius Fink (in der Schweiz wohnhaft) Mitglied in unserem OSV, seine Segelfliegerischen Wurzeln aber hat er auf dem Hornberg, wo er Mitglied ist im Schwäbisch Gmünder Verein. An unserer Jahresversammlung im Frühjahr 2010, hat sich Marius spontan bereit erklärt, das diesjährige OSV-Treffen auf dem Hornberg zu organisieren. Um es gleich vorweg zu nehmen, wem die Reise auf den Hornberg vielleicht etwas gar weit erschien, der wird es im nachhinein bedauert haben, wenn er von den hervorragenden Bedingungen erfahren hat, die wir da auf dem Hornberg erfliegen durften! Die hervorragende Infrastruktur des BWLV auf dem Hornberg liess nichts zu wünschen übrig. Allen voran die Top Briefings mit Uli Gromann, Flugschulleiter, sowie der kollegiale Flugbetrieb mit all den vielen Helfern um Organisator Marius Fink. Ihnen

allen, den Schlepppiloten, den Flugleitern, den Rückholern und allen Helfern gebührt unser aufrichtiger, herzlicher Dank. So ab Donnerstag, 24. Juni trafen dann noch und noch die Teilnehmer mit ihren Flugzeugen ein. Freitag bis Sonntag wurden wir dann mit herrlichem Wetter und fantastischen thermischen Bedingungen richtig gehend verwöhnt. Mit weiten Flügen der Alb entlang mit unsern Oldies genossen wir jeden Tag mit stundenlangen, genussreichen Flügen ohne jeglichen Wettbewerbs-Stress. Ein unvergleichliches Erlebnis. Einige Teilnehmer nutzten dann in der anschliessenden Woche die hervorragenden Bedingungen zu weiteren wunderbaren Flügen.

Als treue Helfer mit dabei waren selbstverständlich unser wie immer sehr aktive Obmann Willy Fahrni und Max Rätz. Am Sonntag-Abend durften alle Teilnehmer aus den Händen von Willy ein bleibendes Andenken in Empfang nehmen. Jeweils Abends trafen wir uns alle zusammen im Flugplatz-Restaurant um gemeinsam das

tagsüber erlebte Revue passieren zu lassen. Bei hervorragenden italienischen Gerichten aus Küche und Keller ergab sich manch neue Bekanntschaft. Das OSV-Treffen 2010 auf dem Hornberg wird allen die dabei waren in guter Erinnerung bleiben, und den einen oder andern bestimmt wieder einmal auf den schönen Hornberg bringen.

Why did the Swiss hold a Oldtimer meeting on the Hornberg? Marius Fink, member of our OSV, is also a member in the Schwäbisch Gmünder Club. At our annual meeting in the spring of 2010, Marius agreed spontaneously, to organize this year's OSV meeting on the Hornberg.

The excellent infrastructure of BWLV on the Hornberg left nothing to be desired. Above all were the excellent briefings from Uli Gromann, the flight school manager, as well as the help and co-operation from all the many helpers to Organizer, Marius Fink. Our sincere, warm thanks to all of them, the tow pilot, the Flugleitern, the Rückholern and everyone...

From Thursday, 24 June the partici-



Left: 1942 Moswey III, HB-485 entered by Zbinden Fritz.
Right: HB - 737 a Scheibe L-Spatz 55 of 1955 entered by Wälty Willi



Kennzeichen	Flugzeugtyp	Baujahr	Piloten
HB - 225	Spalinger S 19	1937	Rothenbühler Hans (genannt Fips)
HB - 374	Moswey III	1943	OCS, Peter Hans, Schmid Walter
HB - 475	Kranich	1941	Roth Werner
HB - 485	Moswey III	1942	Zbinden Fritz
HB - 494	Karpf Baby	1945	OCS, Waiblinger Willy
HB - 509	Spyr 5 A	1949	Fessler Thomas
HB - 556	Weihe 50 DFS	1952	Polla Silvio
HB - 557	Slingsby T 31	1952	Huber Beat
HB - 703	Schleicher Ka 6 CR	1962	OCS, Rüegg Werner
HB - 724	Schleicher Ka 2	1961	OCS, Baer Jürg
HB - 737	Scheibe L-Spatz 55	1955	Wälty Willi
HB - 833	Musger MG-23 SL	1965	Bärfuss Heinz
HB - 1199	Elfe S 4A	1974	Grundbacher Lilly A.
D - 6225	Grunau Baby IIb	1944	Fink Marius

pants met with their aircraft. Friday to Sunday we were pampered with beautiful weather and fantastic thermal conditions. With long flights of the Alb with our old gliders, we enjoyed every day with hour-long, enjoyable flights without any competition stress. An unparalleled experience. Then in the subsequent week, some participants used the excellent conditions for other wonderful flights. Each evening we met all together in the airport restaurant together to review the day's experiences. Excellent Italian dishes from kitchen and cellar resulted in many new acquaintances. The OSV meeting 2010 on the Hornberg will remain with us all, a good memory. □

AUSTRALIA

Taken from issue 121 Australian Vintage Times, Edited by David and Jenne Goldsmith

www.vintageglidersaustralia.org.au

With this year's Boardertown just ahead of the continued tropical downpours that drenched many parts of Victoria, many of the participants arrived early on the Thursday prior to the start of the Rally.

With the luxury of green grass due to the unseasonably wet summer, Friday was to see strong winds spring up that was to cause Ian Patching who was enroute to Boardertown, to take shelter in the lee of the Grampians GC hanger waiting for the winds to abate before he could continue his way with the Kookaburra in tow.

With no launches on the Saturday, Sunday dawned with the briefing producing this years banned word, "Six", as the collection pot rapidly filled! Flying for the Rally was kicked off with Ian Patching taking to the air in a Boomerang on a creditable 3hour flight.

Monday was to see a much better day, and with some encouraging streeting,



Above left: Daniel Renahan ready to fly the Kookaburra at Boardertown.
Below: the Boardertown group.

produced some enjoyable flights which included the irrepressible Leigh Bunting in his Grunau Baby flying a triangle in which he commented, "I coulda walked it faster"!

The Kookaburra, NZ, was put to good use on the Tuesday providing training for three youngsters who were keen to continue with their circuit training. With dad J.R. at the helm, Amy (16), and Nick (14) Marshall, along with Daniel Renahan, all got 3 or 4 circuits under their belt before dad eagerly made for his Olympia, the Yellow Witch for a couple of hours of self indulgence!

Wednesday saw similar conditions to the previous day with good thermals up to around 5000ft, and despite difficult thermals, Bob Hickman managed 4 hours and 47mins in his Boomerang, QY.

Thursday there was a northerly wind, with Ian Patching taking the longest flight of the day of 3hours 32mins in the trusty Boomerang, TR. Jenne Goldsmith had a pleasant flight in her Ka6 and managed to climb to the best height of the day at 6,900ft before the thermal weakened during her flight of 3hrs and 33 mins. The head winds proved just too much for Leigh Bunting in the GB, however he did manage a 2 hour flight, covering some 50km, while the Ka7 was utilised to continue the youngsters training with J.R. again as the back seat driver!

Friday was to see Ian patching win the Renmark Trophy with a 372km flight in the Boomerang in 4 hours and 40 minutes. Caleb White managed a very creditable 332km flight in his Foka 5R in 4 hours and 43 minutes, whilst David Goldsmith covered 188km in 2 hours in the Ka6.

Saturday morning saw the weather man, Caleb White de-rigging the Foka as the first spits of rain began to develop in the area, and after a few flights,

others took the hint and de-rigged to prepare for the long trip home, but not before the lamb-spit roast presentation dinner!

Whilst at Boardertown, the Vintage Gliders Australia also held their AGM and all officers were re-voted unopposed. Especially good news was that Alan Patching was awarded life membership of the VGA...well done Alan from us all here at the VGC! One particularly interesting proposal was to form an investigative committee to send VGA participants to the Olympia Rally in England during the 2012 Olympic Games.

Minimoa update

A visit to Mal Bennett's workshop in Mordialloc on 8th November, 2010, revealed that Mal continues to make good progress with the Minimoa he is building for Fernando Salazar.

The fuselage is having the control circuits and fuselage fittings made and installed, the ply for covering has already been fabricated. The canopy frame is almost complete, and the rud-



Above: Minimoa front cockpit activity – the canopy frame is in place and will be ply covered when the nose is covered.





*Clockwise from left: Minimoa in the workshop;
The canopy frame held adjacent to the main bulkhead, with the wing fittings clearly visible;
The fuselage turtledeck ply removed to reveal the fuselage interior and elevator pushrod. The laminated wingspars have been completed and shortly the long process of building approximately 120 wing ribs will commence, each taking around 75 minutes;
The rudder is installed for fabricating fittings, the tailplane attach bolts clearly visible. The rudder is removed via quick release fittings so that the tailplane can also be removed for trailering.
Mal and Jenne Goldsmith with the horizontal stabilizer and elevators, spanning 3 metres. Mal does not like to estimate a completion date, preferring to say that the Minimoa will be finished when all the building processes are completed!
However, as these pictures show, it is certainly well on the way.*



der, elevators and horizontal stabilizer have been fabricated ready for fittings and covering.

Finally, Ged Terry writes:

Some years ago a gliding friend returned from a regatta in Germany bursting to confront me with a slide he'd taken there. It showed a German-registered glider on approach to land. Smugly, he challenged, "I bet you don't know what that is!" My instant reply had him thunderstruck; "Know what it is! I've flown two of them! It's an ES49 of course !"

Recovering, slowly, he related the story that some Germans had recently painstakingly built the ES49 to original

Right: Schneider ES 49 in the Wasserkuppe museum. photo Micha





Schneider plans with the (mistaken, I pointed out) belief that, although Schneider had designed the ES49 years earlier, none had hitherto been built so this was the first and only one of its type. This fallacy had been proudly promulgated to all and sundry. I had no intention of belittling their efforts in any way, but, my announcement that three (VH-GDK, GFO and GLL) had been built in Australia would really take the wind out of their sails.

How accurate the story was I have never been able to determine but, taking it at face value and notwithstanding the Australian connection, those involved obviously had not done their homework as eight ES49s of various models had been built in Germany in 1951-1953! Perhaps the misconception had arisen from the fact that the ES49 was the last ES glider completely designed in Germany (just before Edmund Schneider emigrated to Australia) - and that when it was designed (1949) glider construction and flying by Germans was still banned by the Allied nations which had been in occupation in Germany since the end of World War Two. The ban was not lifted until 1951.

In my wanderings on my annual gliding pilgrimages to Australia I had been very fortunate to get to fly GFO (at Barmera on 26 December 1987) and GLL (at Warkworth on 18 January 1992). I look forward to the resurrection of the ES49 in Australia. In view of JR's involvement in the ES49, allied to his ardent purveying of gliding T-shirts, perhaps the next instalment of this "Been There, Done That" saga of mine will be entitled "Got the T-shirt".

BRITAIN

MEISE BGA 449. This is the only MDFS Meise (1943 Schmetz built) to have seen service after 1945 with BGA Gliding Clubs. It had for a long time been at the Cornish Gliding Club at Perrenporth and has been rescued and stored by Tom Bolt at his home near Plymouth. He specially lengthened his garage to take it. We thank him for keeping it for such a long time. His heart is certainly in the right place concerning vintage gliders. The MEISE is now with Russell Hardcastle, who works for McClean Aviation on Rufforth Airfield near York. He has already repaired its elevator. He hopes to have it restored in two or three years time. We are very glad that the situation concerning the MEISE



has been resolved.

The situation concerning the badly damaged JS WEIHE BGA 448, has not yet been resolved however. The WEIHE 50 has been bought from Francis Russell by Alan Middleton of the Selby Vintage Glider Group at Selby. It does not seem to be in a too bad condition. This group has also obtained a GRUNAU BABY 2a. It was originally a prewar British built GRUNAU BABY but it now has German wings. The EoN BABY at Selby has been worked on and its nose has been repaired.

Alan Pettitt writes on the 3rd January, that he was given an EoN OLYMPIA by the son of the late Ralph Jones of South-

Top and above: Bill Bedford in the record breaking ETPS Olympia. Now being restored.

Photo: with kind permission from RAF Museum, Hendon

ern Sailplanes. It is quite famous as it is the Olympia once flown by BILL BEDFORD on his record breaking attempts during the early 1950s. It was registered VV400. The glider is in a very sorry state but will be restored to as near original condition as he can get it and he hopes to keep it in its military livery. He has asked for information on this glider on the internet and has received many e-mails and pictures, some from as far



away as the USA. The restoration will take perhaps two years. It's records were set up on the 24th August 1950. British and UK Absolute Altitude record of 21,340 ft asl and the British national and UK Local Gain of Height Record 19,120 ft. It was Bill Bedford's Gold Badge with Diamond- 193miles in 230 minutes.

The 1937 Schleicher built RHOEN-BUSSARD BGA 337 has now been taken over by the Bidford Vintage Group which consists of Justin Wills, Jon Wand, and David Findon, who all own ultimate performance fibre Glass sailplanes. They hope to fly it on cross countries. C.W. is still its owner and it will not be exported. BGA 337 was being kept by the Kent Vintage Glider Group at Challock which is headed by Bob Lloyd. They could not use it enough as they already had several other vintage gliders which were easier to rig. Both Challock, Bidford and everywhere else, need hangars to keep their vintage gliders in rigged.

The following clubs all have OLYMPIAS airworthy and owned by members at Kent, Wycombe Air Park, Husbands Bosworth, Parham plus others. More Olympias are being worked on. This represents a considerable fleet some of which may be ready to triumphantly greet the British Olympic Year in 2012. Terence Henderson reports that he is working on the ex-Camphill privately owned EoN OLYMPIA (once G-APXC, BGA 1125) and that it is nearly ready to fly. It was built in 1959. He mentions that in the Sussex area at Ringmer and Parham, there are no less than four EoN OLYMPIAS as well as the OLYMPIA 401, with the laminar flow wing.

At TIBENHAM last August, an American CHEROKEE sailplane was seen. It was homebuilt in Britain and looks very good. BRITAIN BADLY NEEDS A GLIDER MUSEUM! As it seems that we cannot find enough new owners to take on our treasures, too many have been sold abroad with many of them being built before 1945. These are SCUD 3 1935, VIKING 1 1938 etc. to the Netherlands. KITE 1, GULL 1, PETREL, 1938, GRUNAU BABY 2B and OLYMPIA to the USA, HOLS DER TEUFEL 1927, RHEINLAND 1939, to the Wasserkuppe's German Gliding Museum with Model Flight. As many of those built before 1939 were not built in any quantity, therefore their loss to Britain is serious.

CZECH REPUBLIC

by Josef Mezera,

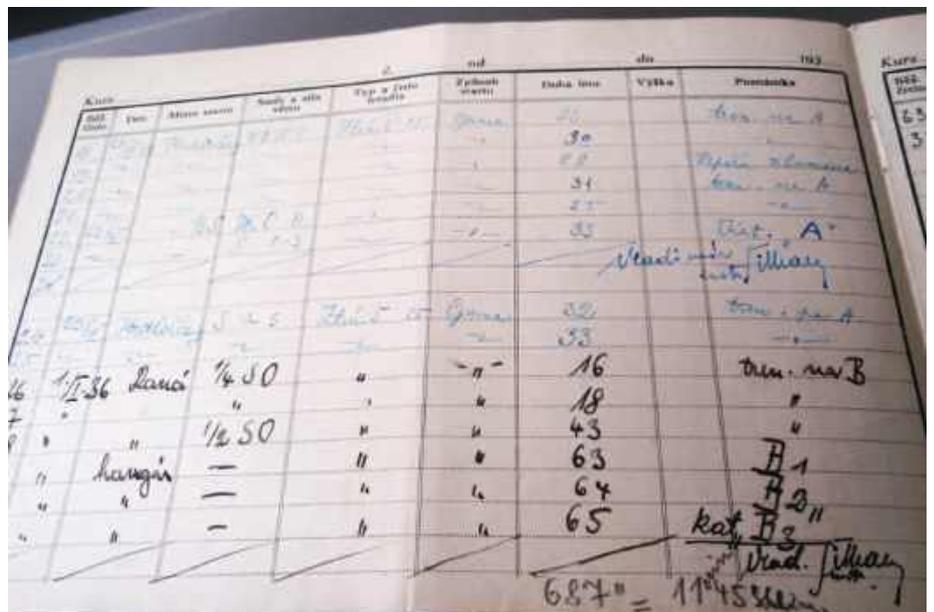
The weather wasn't suitable for gliding in the middle of Europe last year. The spring competition of Orlik gliders at Hronov (Czech) – rainy. Meeting of Grunau Baby at Jezow (Poland) – rainy. Exception of year 2010 were two action at England, Rendezvous at Kent and IVGR at Tibenham. But only the four members of our club POTK were there with two gliders, Hols der Teufel and Zlin 24 KrajaneK.

During our Czech National Rally at Prostejov and during "Kleine ex DDR old timer treffen" we got drenched again and again.

At autumn we hold oldtimer meeting

with on slope gliding at Rana, the whole weekend – rainy. Only the fourth day, at Tuesday the rain stopped as a miracle and the few meeting survivals could try our Rana hill with Blanik gliders for few hours. These day began by the visit of our oldest glider pilot Mrs. Dagmar Kolmanova-Zaleska (age 94). She started her gliding training in Prague at 1935. Together with her friends she began to explore Rana gliding site, where she passed "B" flight at New Year (Jan.1st !) 1936. Next year she started with powered aircrafts and she obtained

Below: 94 year old Mrs. Dagmar Kolmanova-Zaleska and her log book showing her "B" flight entry for January 1st 1936





Above: the "Sedy vlk" (Grey Wolf), whole structure of wings, tail units and fuselage sections are finished in the present.

pilot licence of tourist planes. Her visit was a part of making the documentary movie, which was introduced at 1st channel Czech TV during November.

The "Sedy vlk" (Grey Wolf) glider, these newmaking of historical double-seater (1937) continues very slowly at Rana. The most significant delay occurred when our foreman Jiri Lenik was hospitalized after his crash with SG-38 at Wasserkuppe 2007, you know. The whole structure of wings, tail units and fuselage sections are finished in the present. But the problems with steering occurred, we need to transform this system by the present rules. But we expect some progress next year.

And what do we prepare for the 2011 season? A week of executive flying of glider pilot seniors with vintage gliders (old men by old sailplanes) during May

at Hronov (LKVP). The 32nd Grunau Baby Treffen will take a place at Rana (LKRA) during June together with the 2nd meeting of Z-24 Krajanek gliders. (www.lkra.cz). For the first week of July we prepare a gliding competition of old-timer gliders of Sohaj type (DaeC 73), again at Rana. And at the second part of July the National Czech Meeting will take place at Jeseník (LKMI), the Czech & Slovak Gliding Oldtimer Club was founded just there 20 years ago.

DENMARK

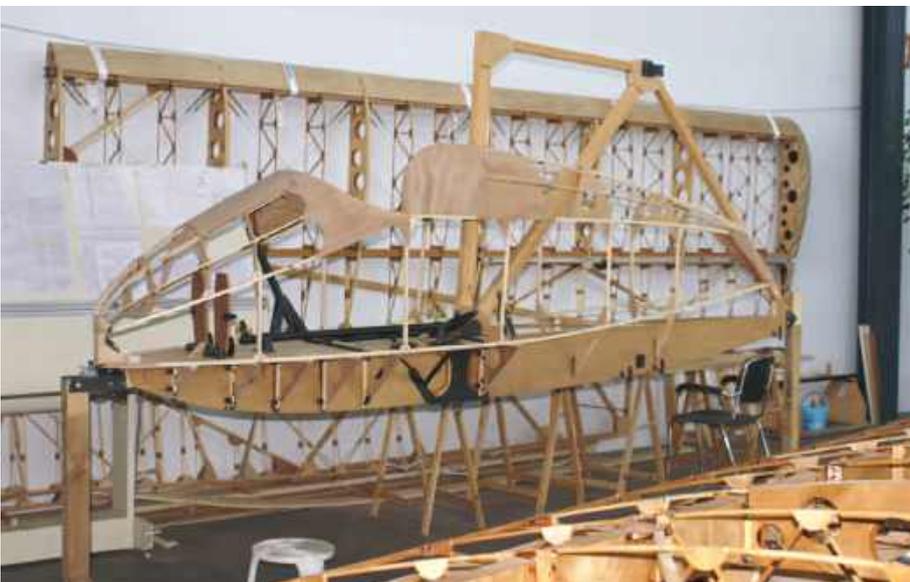
THE DANISH KRANICH 2B-2 is now finished magnificently and is awaiting its LBA CofA. This is the last Mraz built Kranich 2B-2 and was presumably built in Nitra after 1943. It was

one of the 9 KRANICH 2s "liberated" by the Swiss from Gaissau in May 1945. It was then flown by the Swiss for many years before being sold to the Germans. Some years ago, it was badly crashed during an air day in Germany. It has since been repaired by the Danish Vintage Glider Group led by Hannes Lyng. We congratulate them. As it also has a very good closed metal trailer, dare we hope that it will be brought to our International Rallies this year at Aalen Elschingen and the Spitzerberg? The DANISH ME 13D-2 is coming on well and its wings have been very much rebuilt. This is OY-MUX (and was once LY-KEVA).

FRANCE

A very fine restoration of a CASTEL AC 25S F-CRHX was seen at Chalons en Champagne during the French Two Seater and Club Class Championships in July 2010. It is an example of the numerous friends of old gliders in France, who have not yet taken the step to join DEDALE. The first two C.25S prototypes flew in 1942. It was, with the CAUDRON C.800, the first training two seater designed for the new French Gliding Movement. The prototypes of both machines were taken to Germany with other French gliders for the WL in 1943 for examination as the Germans had had no new two seater designs since 1938. No less than 130 C.25S s were built in 1946.

VANDALISM AT PONT SAINT VINCENT. JEAN CLAUDE NEGLAIS was telephoned at the end of the morning of Thursday the 3rd September 2010. There had been vandalism during the night. It was grave... aeroplanes, gliders ... fire. He arrived and found everything still smoking. The retrieve vehicle of the site had been destroyed by fire before the hangar. In front of it, a Renault 4, which was only a smoking skeleton. The hangar door had fallen on it. The door had continued to the ground and was only partially burnt. The Rallye had been pushed in to the door, its elevator was destroyed. The magnificently restored ZUGVOGEL of Daniel Raphanel had exploded. Etc etc. The club house is destroyed and so was the house that served as the office of the National Centre. It took hours of work until night fall, to repair the door to effectively re shut the hangar. It will take 13,000 Euros just to repair the fuselage of the of the JAVELOT, F-CBGZ. If the wind had been from the west, everything



would have burnt. The police are investigating. For those of us who do not know, the huge wooden hangar at Pont Saint Vincent was put up during the late 1940s to be a splendid hangar for the French National Gliding Centre, near Nancy. We send our sincere sympathies. Some drunken soldiers and their officers were to blame, and have been sentenced to four months with suspended sentences. We only hope that the Fauvel AV 36 flying wing of Christian Mathieu, which has often been with us at our international Rallies, has not been badly damaged.

It seems that the French have sold a BIJAVE two seater to Lithuania but it needs instruments and harness. CW.



More on the AVIA 152a

In the last edition of VGC News, we reported on the successful first flight of the AVIA 152. We were then delighted to receive some photographs taken during it's construction (left).

The small team who worked on this project were: Jacques Faure, Michel Riault, Jean-Claude Fasseu, Gérard Lheureux, Dominique Hardoin and Marc Bougnol. The photos were taken by Yves Le Mao.

GERMANY

This information has been received from Martin Konermann. At the Hahnweide airfield near Stuttgart, there are six Flying Clubs and also private owners with vintage gliders and aeroplanes. There are also restoration and rebuild projects. In 2010, all these aeroplanes and projects listed below were gathered together in to the Flying Museum Hahnweide.

These are: Vintage/Classic Gliders - MINIMOA, built in 1938. SLINGSBY T.21b, built in 1947. Goe.4-111, Built in 1951. GRUNAU BABY 3, built in 1952. HUETTER H.17B, Built in 1954. L SPATZ 55, Built in 1955. ZUGVOGEL 3A, built in 1957. KA 8B, built in 1964. KA 6E, Built in 1966. BERGFALKE 111, built in 1967. PHOEBUS C, Built in 1969. ASK-18, Built in 1974. POWERED AEROPLANES -KLEMM KL35, Special



Left: Wolf Hirth commemoration, July 26th 2009 at the Teck Mountain. Left is Stefan Blumenthal, Right is Hellmut Hirth.
Photo: CW collection.

built in 1940. FALCO F8L. Built in 1962. RESTORATION/REBUILD PROJECTS. KLEMM L20 B1, Build Year 1927/201; KRANICH 2B-,2 Built in 1942. SCHULGLEITER SG.38. Built in 1952. GRUNAU BABY 3, built in 1953; Goe 4 -111 (fuselage) Built in 1955.

Martin is involved with the KLEMM L20 rebuild project and in the Spring of 2010, they bought the KRANICH 2B-2 from the OLDTIMER CLUB, MUNICH. At the moment the KLEMM L 20 Project is going very slowly because they have converted their workshop this year and there are some problems with volunteers. Their KRANICH 2B-2 has some severe glue failure especially in one wing, because it became wet in the hangar where the Munich people had stored the glider. Now, they are discussing with the inspector what they have to do. They hope to obtain a complete set of MRAZ Kranich drawings and catalogue from Niels Ebbe Gjorup in Denmark. In Denmark, they have just finished restoring another MRAZ KRANICH 2B-2 which has the production (Werk Nr.CW) 1,000. They are also looking for photos of their KRANICH 2B-2 in their collection when it was in flying condition. Perhaps one of our members can help him? So both these projects will still take many hours to complete because many people working on them are still not retired. Both Tilo Hoelighaus, the son of Klaus, and Helmut Hirth, the son of Wolf Hirth, are members of the above group. We believe that the intention is to gradually build up a flying collection of the five Goepingen Type sailplanes that the firm mar-

keted from 1935.

At Aalen-Elschingen, Peter Ocker is repainting the wings of his Swiss home built (by Bernhard Mueller) JS WEIHE to Elfenbein Cream (RAL 1015?). The rest of the machine will be changed from white to cream eventually, as they were originally.

The 100 YEARS of German Gliding's anniversary is being celebrated this year in the German Gliding Museum with Model Flight on the Wasserkuppe as school boys from the Darmstadt Gymnasium started gliding on the Wasserkuppe in 1911. There will be a special exhibition and a super poster in front of the museum, measured 8 by 3.5 metres and several lectures will be held in their lecture hall. Some years ago, a replica of the boys' 1911 glider was built from photographs, as there were no drawings for it, by members of the

museum's staff. It is on exhibition in the museum but almost certainly it cannot be flown. The exhibition is taking a lot of work to put up.

Hermann BEIKER has informed us during Dec. 2010, that he has finished the wood work of the wings of his Spanish built JS WEIHE and that he is half way though rebuilding its fuselage. His workshop is in the cellar of his house. His Weihe originally had the components of the Spanish JS WEIHES EC-RAM and EC-RAJ. We congratulate him on continuing his mammoth task.

The Delta F-PDHV. Aeronautical students of the engineering institutes of Technology of Munich and Darmstadt approached Alexander Lippisch in the hope of obtaining work in connection with the P-13 Delta, in order to prevent them from being called up into the Volkssturm (Home Guard), even an Akaflieg Chiem was founded to help them! Since the end of the war was obviously imminent anyway, Lippisch created a wooden flying glider which the students could build under the direction of his assistant Heinemann, in a hangar on the small airfield of Prien on the Chiemsee in Bavaria. The Students designated it D-33 (Darmstadt) but this was later changed to DM-1 (Darmstadt-Munich). The DM-1 was almost completed when the war ended and Prien when taken over by American forces. In response to direc-

Below: Delta at Diest –
with Kind permission from Paul Kipping



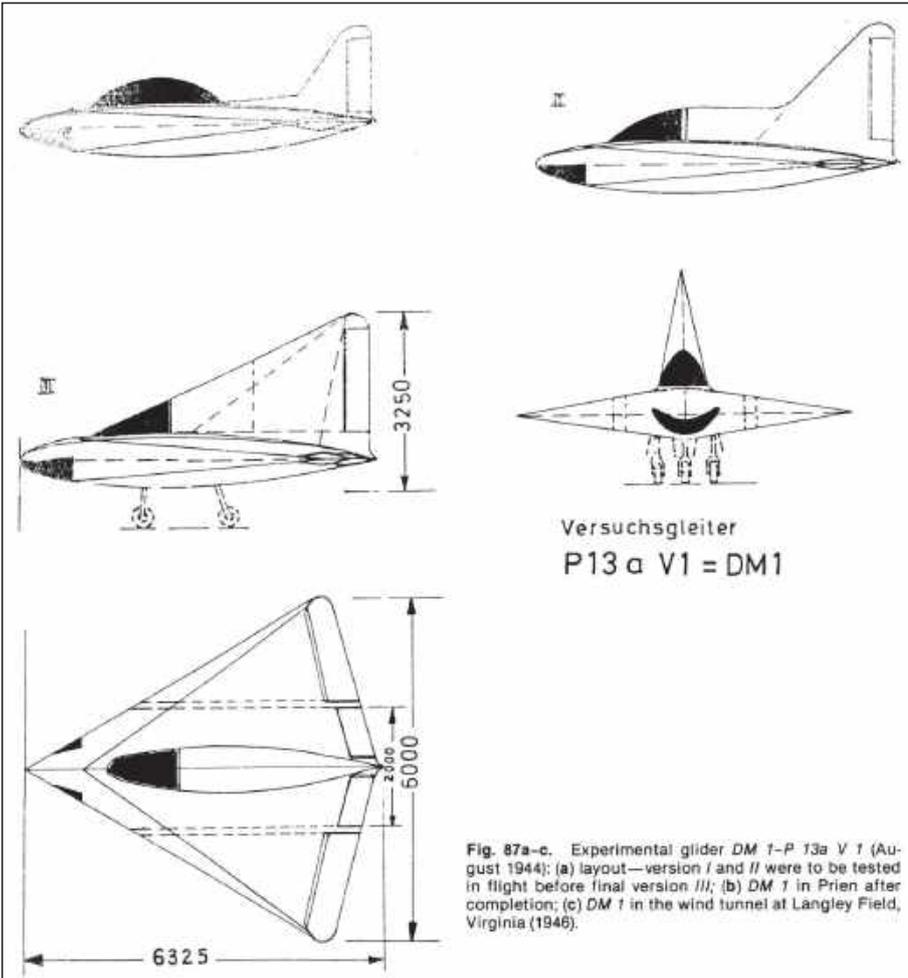


Fig. 87a-c. Experimental glider DM 1-P 13a V 1 (August 1944); (a) layout—version I and II were to be tested in flight before final version III; (b) DM 1 in Prien after completion; (c) DM 1 in the wind tunnel at Langley Field, Virginia (1946).

tion from Theodor von Karman, the project was completed under US Direction. It was taken to the USA, where Alexander Lippisch was now employed and tested in the full scale wind tunnel of the Langley Field Aeronautical Laboratory. A small model of it was also built. It was discovered that the lift coefficient of the full size glider was only 50% of that of the small model due to Reynolds Effects. This was remedied. It was hoped originally to build a metal version powered by a ramjet engine using coal dust impregnated with petrol or paraffin to heat the air and that its top speed was expected to be between 1,300 And 1,400 kph. The reason for the above dialogue is that a Belgian engineer Bart Verhees started building in 1998, a Delta in his garage. A French inspector watched over the building of it. In 2005, the Delta F-PDHV had its first flight from a former French military airfield at Peronne in North East France. Its aerodynamics were from the start spot-on. Bart chose its wing sections from the NACA Catalogue. It has a 50 hp flat four 4-stroke Subaru engine, which uses 13 litres of fuel per hour. It has an electric starter and a retractable nose leg. Its material cost came to about 2,000 Euros, without the engine and instruments. It's

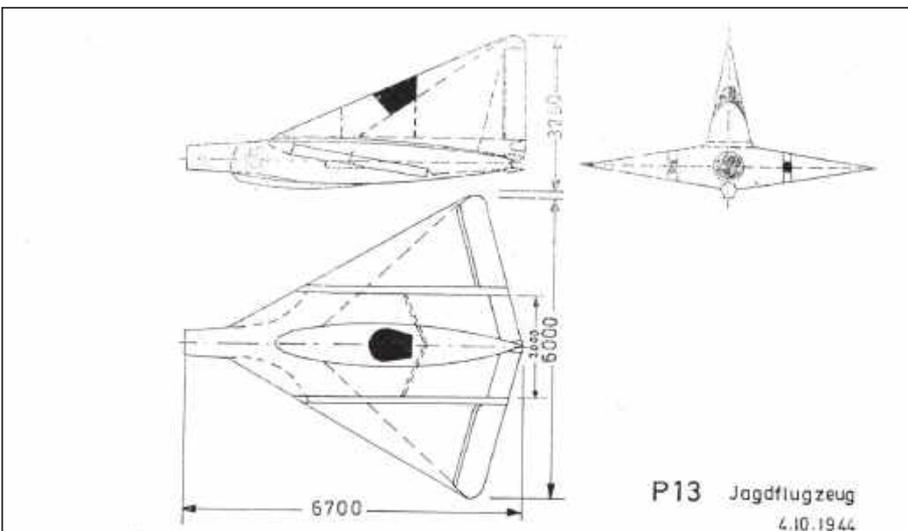
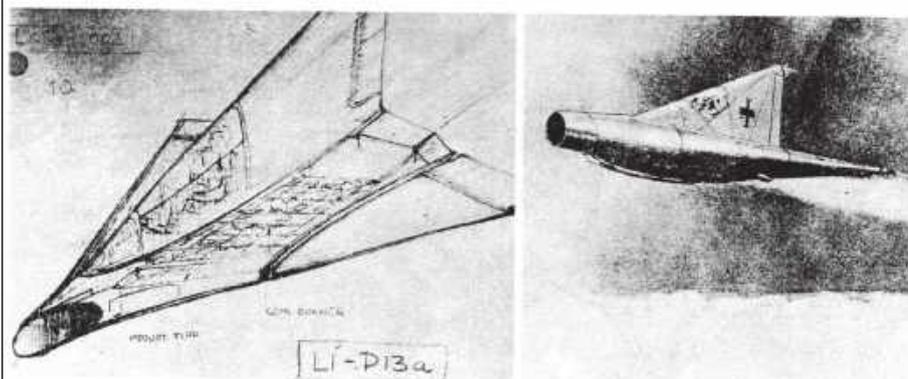


Fig. 86. Ramjet fighter project P 13 of July 1944: (Left) layout; (Right) propulsion system; (Below) artist's conception of P 13 in flight.



cruising speed is 220 kph on 75% power. It's landing speed is 85 kph. It's range is 900 kms with 30 mins in reserve. Bart Verhees has said that a homebuilder in the USA has bought the plans for 900 Euros but so far he has not heard whether it has flown, and a friend wishes to build a two seater version. F-PDHV has flown 450 hours. Normally he does not fill it to more than 60 litres of fuel to reduce take off weight. Bart and his Delta are very welcome guests at air displays in Europe. CW thinks that this machine looks similar to the DM-1 (top left). So far as CW knows, the original wooden DM-1 glider still reposes neglected in the Storage Facility of the Smithsonian Institute awaiting its fate. We wonder if the Americans might be prepared to send it back to Germany for restoration?

Four aeromodellers have built the new,





Above: Hans Ritter, Pit Schrad, Werner Schuster, Wolfgang Herold – who have built the new Rhoenbussard D-9027. CW collection.

full size RHOENBUSSARD D-9027, which is depicted on the front cover of our last VGC News No.131. The photo shows them in their workshop. D-9027 is kept at Aalen Elschingen with many other vintage gliders and is owned by the Verein zur Forderung des Historischen Segelflugzeuges or the Oldtimerfreunde Deonauwirth Stillberghof.

Alexander Gilles tells us that in October 2009, Patrick Midena (many of the members who were in Tibenham know him as the tug pilot of the Turbo Falke) acquired the Scheibe SF 27A D-1549. The SF27 was the successor of the Zugvogel and approximately 130 have been built. The performance is almost as good as the one of the early plastic ships. Thanks to the well balanced rudders and its high manoeuvrability it's great fun to fly. Patrick's SF27 has been built in 1967 as Werknummer 6085 for a private individual in Pegnitz/Germany. Later it was flown by different owners' associations. From 2005 to 2009 it was based in Husum. It now has 1600 hours and 1000 flights in its logbook and it is in a pretty good shape for a plane of that age.

NEWS FROM THE OLDTIMER CLUB (OSC) WASSERKUPPE members' magazine publication No. 31, January 2011.

Our KA-2B, after a two year's General Overhaul, is now again airworthy. (Since the 27th September 2009). During the winter months, the HABICHT was repaired from landing damage and flew again on the 22nd May 1010 with Josef Ecker as pilot. Most of the repair had been done by the Eichelsdoerfer firm. This was only possible

because of financial contributions from many of our members. This was organised by Josef Kurz. We thank again all these members. On the 26th of July 2010, our GRUNAU BABY 2B flew again after its 1½ year General Overhaul. We especially wish to thank our member from Wels (Austria), and especially Michael Maurer, who did the greater part of the work.

NEW NEST FOR THE FLAMINGO. Since the 3rd Sept. 2010, the FLAMINGO has had new hangarage on Bad Neustadt airfield. Our member, Uli Stengele has not only some interested pilots, but also a competent maintenance team there to work on it. Rene Sobolewski has been chosen to be responsible for the FLAMINGO. Martin Wallmer has stood down

WHITSUN 2010. Vintage Glider flying week. On Saturday, we had a visit from the German Air Cadets, who had some SG.38 flights. The SG 38 had 39 bungee launches. The Habicht and Ka-2b had 44 winch launches and aerotows.

HABICHT AT THE LONGEST DAY FLYING. 20-21 JUNE 2010. The HABICHT has become our main attraction. After training flights on Friday, the HABICHT was brought in to the hangar last, after the Lo 100, Baby, KA-6, 8, 13, Spatz, Elfe, Kiebitz. Everyone woke up at 4.am on Saturday, and made all gliders ready for flight. Punctually, at 5 am, the Lo 100 and Habicht had aerotows behind the FK9 and Dimona. Flying continued for the whole day until sundown.

OLDTIMER FLYING CAMP ON THE WASSERKUPPE. 21-29 AUGUST 2010. The gliders SG.38, KA-2B, RHOENBUSSARD,

HABICHT, and the KA6E from the Gliding School all took part. And K-H Kellermann, Wiel Zillen (from the Netherlands) Frank and Maurice Thies, Mathias and Svenja Doering, and Juergen Delreit were all able to admire the beautiful Rhoen from above. In spite of the strong wind, all gliders remained in one piece! Seppl and Gunter prepared a new aero tow cable. A Grill evening rounded off a very harmonious meeting.

100 YEARS FLYING IN WELS. 10-11th JULY 2010. THE WELS (Austria) AIR DAY. This was graced with fine weather. Highlight of the show was the ME 262 single seater jet fighter from the Messerschmitt Trust in Manching. Until 10.0 o'clock, on the previous evening, it was not known whether it could come.



Above: Highlight of the Wels show was the ME 262 single seater jet fighter from the Messerschmitt Trust. Photo: Noop 1958

Other entries were Mikael Karlson, from Sweden's Bleriot, and Fokker Triplane, two BF 108s as well as a Buecker Jungmann and Jungmeister, plus many other aeroplanes, as well as our Habicht and SG.38.

OUR AIRCRAFT FLEET has been increased by a Ka-3. This is a 10 metre span glider designed by Kaiser in 1951. The OSC WASSERKUPPE has now been flying for 25 YEARS. OSC members have been active this year in the German Gliding Museum working on GRUNAU BABY 2A. an F.S.V. V111 Model. A glider which was flown from the Wasserkuppe by schoolboys, before W.W.1. and we believe on the Museum's RHOENBUSSARD, D-HESSSELBERG, which was painted to look like the Rheonbussard, in which EUGEN WAGNER flew the requirements for the world's first Gold C in 1935. The OSC members also converted a new closed trailer for their GRUNAU BABY 2B. Much of this was accomplished during the last winter, when the temperature dropped to -29 degrees and the snow on the Wasserkuppe was more than 2 metres high. The final flying day for the OSC took place during 2-3 October 210. when the Ka 2B was flown 9 times.



The OSC plans to take part in numerous flying events during 2011, including the AERO 2011 in Friedrichshafen (non flying but with stand), 100 years of Gliding on the Wasserkuppe with its Grand Prix, from 22- 30th July and at our 39th International Rally at Spitzberg (Austria) from 30th July until the 8th August 2011.

THE NETHERLANDS

We have heard that the Dutch wonder sailplane, V-20 has been flown often and that a trailer is being prepared for it. The restoration of the V-20 had been finished in 2009. The SCUD 3, ex BGA 684, which was owned in England by Ted Hull, is being worked on by its new owner Justin van Geffen, who is making it even more beautiful. The new MINIMOA, which was being built in the Netherlands by Bob Persyn, is still being worked on in Poland, at Jezow . Its completion date is said to be sometime this year. CW

NEW ZEALAND

On September the 4th came the earthquake in the Christchurch area. The epicentre was 40 miles west of Christchurch and was very frightening and exciting and for some people quite devastating. It went on for 30 seconds with two shocks a second and reached a magnitude of 7.1. Roads were blocked, there was no power, no water. The local school was closed and still is. At Akaroa, where Ian Dunkley lives, 15 miles east of Christchurch, the shocks were not quite so severe. Since that time there have been more than 3,000 after shocks! One imagines that this might not be the best treatment for vintage gliders... especially his 1943

built WEIHE! CW

This news has been superceded by the devastating earthquake of 22nd February.

Correction to the last NZ News in VGC131, I was flying the AV22 on its maiden NZ flight, the CFI was only a spectator, but as you say the damage was only minor. However as the Weihe is still in my workshop I have not been able to repair it.

Next correction, my Weihe is not Swedish, only the fuselage. The wings etc are German. However the damage to the fuselage that required replacement was after a fire not a landing. Nit picking I know, as the last sentence puts the Swedish bit right, but some people get very fussy about detail, as I have found out as an editor. Ian Dunkley

SWITZERLAND

Taken from the *OLDTIMER CLUB SCHAENIS, OCS TIMES. Feb. 2010. FROM JUERG BAER.*

Apart from the week at Blumberg in Amay, which was described in the last OCS TIMES, the OSC has made further expeditions to the Hornberg near Stuttgart in Germany. This took over three hours to travel to. This hill site is one of the cradles of German Gliding. It was organised for us by the Schwaebisch Gemund Gliding Club which had organised the weekend for the OSC. The thermals were fabulous. Among the vintage glider taking part was the KARPFBABY. This is a Grunau Baby built in Switzerland during the war by a Mr Karpf, when gliders from Germany were not obtainable.

The OCS's MOSWEY 3 HB-374 took part in the Alpine Gliding Camp at MUENSTER VS. The Moswey was the only vintage glider taking part, together with two fibre glass sailplanes. Two of them were based there but the Gruppe

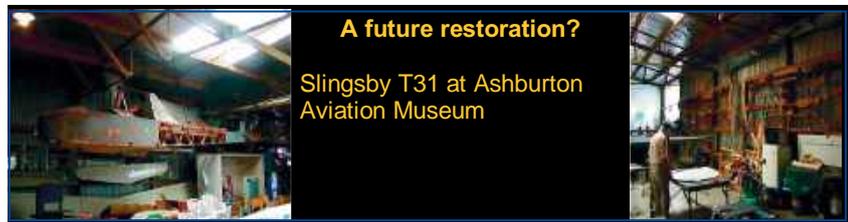
Alpin was represented by two fibre glass sailplanes and there was a privately owned Antares. The journey to Wallis was over the Bruenig and Grimsell Passes. There was just room in the corner of the hangar for the Moswey. On one of the first days, the MOSWEY reached 4,100 metres a.s.l. over the Petersgrat. On July the 24th, we visited the 100th celebration of the Centenary of the Swiss Aero Club at Emmen. On the 31st of July, the Moswey flew over the Aletsch, Gries and Rhon Glaciers reaching 3,600 metres asl. The oxygen in its port wing was useful but its data recorder was not working. During the 14 days, the Moswey had flown for 19 hours 50 minutes. The Oberwallis offers excellent views of the mountains and glaciers, also from vintage gliders. There is a well organised flying operation, good aerotows, short tows to the Galmhorn and safe flying, providing one does not underestimate the zones of sink. We hope to go there again during 2011, together with other vintage gliders.

THE BUNGEE LAUNCH MEETING on the 17-19th September at Bad Ragaz. In spite of a bad weather forecast, for the coming days, almost all the pilots, and launch crews were ready on the airfield. Towards mid day, the rain relented and the Moswey (HB-374) Ka-8 and Meise were optimistically rigged. Then, at about 14,00 hrs, could be heard the cry of "Zieh!!.. Seckle"!! (The great cry of the Swiss Bungee crews for "Walk!... Run! Let GO!"the Swiss instruction for "Aufziehen. Laufen... Los"!! The MOSWEY 3 HB-375 had the first launch at 16.00 hrs. There was then a total of 13 training slides. The prognosis for Saturday to fly from the Churer Joch was as good as nil. So, we met again at 9.30 on the airfield of Bad Ragaz and, after 8 training launches (always obligatory in Swiss gliding, before proper bungee launches from mountains), we retired for lunch in the village, investigated the landing place in Churer Rossboden and transferred the trailers to the Parking Place in Parpan, in the hope that we could launch on the next day from the Churer Joch. On Sunday morning, there was briefing at the parking place. The countryside was draped in fog, but the general feeling was that today, flying would be possible from the Churer Joch. Slowly, climbed the little convoy of trailers up the narrow, steep, and with many curves, alpine road, to the mountain. The fog melted away, and towards mid-day, there were only a few remains of clouds. At 12.30,



A Nelson Lakes Restoration following an encounter with an aggressive plastic object.

Left and below: from Vintage Kiwi Digest



A future restoration? Slingsby T31 at Ashburton Aviation Museum



Walter Schmid, in the BABY HB-494, had the first launch into the beautiful world of the mountains. Then followed the remaining five old gliders and the "FLADI" (ultra light glider) of Silvio Polla.

After flights of up to two hours duration, they all landed before an enthusiastic public in beautiful autumn weather in Rossboden. In spite of the waiting and the worries, it had been a successful bungee launch meeting with much comradeship, exchange of views and 'line shooting'; crowned with the great experience of flying from the mountain.

THE SPALINGER S.18. HB-396. Right from the beginning we knew that the General Overhaul would be an enormous task for our small group. Last summer, we capitulated. On economic and practical grounds, it was decided to store the S.18 for the time being in Werner Ruegg's barn. We have only twelve active members and it is as much as they can do to keep our fleet of four vintage gliders flying. Should however we gain more enthusiastic active members, we might have the chance to continue the work on the S.18.

A very full list of events for the OCS's participation has been prepared for 2011. These are: Spring Gliding Camp at Noetsch, 26.04.-14.05 2011; The Oldtimer Week at Blumberg (in Germany) 12.06.-18.06.2011; OCS's Evening at Schaenis on Saturday 02.07; Summer Camp at Muenster VS. 16.08-07.08?; International Rallies at 24-25th 07 on the Wasserkuppe (100 years Wasserkuppe); The VGC's Rendez Vous International Rally. 23.07.2011-28.07 2011 at Aalen Elchingen; 39th International VGC Rally at the Spitzerberg (Austria) 30.07 2011-07.08.2011; OSV Swiss National Oldtimer Meeting at Amlikon, 26th-27th 08 2011; Bungee Launch Meeting at Mauborget (with Saturday Flat land training Friday 16.09 2011 and Flying from the Mountain on Saturday and Sunday) 17/18. 09. 2011; And the Final Flying meeting of the season, Schaenis airfield. 24-25th 09. 2011.

USA

A couple of news items, more of which can be read about in Bungee Cord, the newsletter of the Vintage Sailplane Association. By CW.

CHEROKEE 2 RM Restoration. The Ship was expertly built by the brothers Bill and John Ree of the

Philadelphia Glider Council in Hilltown, PA. Terry Miller, designer of the TERN, created a laminar flow wing for the Cherokee 2. The restoration started when there was no more hangar space for the Cherokee NX10124 and its owner, James. P. Shafer, went off to buy a trailer for it. He found one that looked as if it could be easily modified to be closed. It was at Gainsville GA. with Denis Barton. As Denis also had a wonderful workshop for restoring vintage gliders, he agreed to restore James's Cherokee 2 as well. Over the next 2 ½ years, the Cherokee was restored. Den and James hoped to have it ready to take part in the 2009 IVSM at Elmira, which seemed an easy target. However, this was not pos-



Above: Cherokee 2, NX10124 tastes the air once again. Photo: John Yuhas

sible and so they changed their goal to 2012 with Den working in Georgia and James working in Pennsylvania converting the trailer. Finally, in October 2010, the job was complete and James made one more trip to Georgia this time towing a fully enclosed trailer. Once there, a few days were spent frantically fitting it out. On October the 13th, 2 ½ years after Den had started work, 6 years after her last flight, and 44 years after she had been built, NX10124 tasted the air once again. "The inaugural flight was a joyous 2 ½ hour jaunt along the ridge at Chilhowee Glider Port in TN. For me, the natural beauty, boundless freedom and utter serenity that comes from frolicking among the clouds, is unrivalled by any other experience I have known". The Cherokee 2 flies absolutely superbly and its restoration is perfect. It now has a "sport" open canopy and has a more reclined seat to give more comfort".

The ELFE HB-873. By Sue Wonderling. Pittsfield PA. When we bought the Elfe to its new home, it seemed like a perfectly good glider to me, but Tim and Bill, before I knew it, had the ELFE all

in pieces. Tim Mara is our instrument guy, while Bill is the mechanical guru here. Pretty much every glider that comes to Brokenstraw gets the same treatment. So for me, the only thing to do was to polish the wings and fuselage while they worked their magic. Tim had the first test flight. He managed to pour himself into the glider less my rudder pedal extensions. He had a short ride. He wished that it could have been longer but he was just too cramped. He came back smiling anyway. During her first flight, everything went well. "It is a bit challenging when you are slightly nose high. The controls seem a bit mushy compared with the Grob 103 and the other ships I had flown. It takes most of the stick movement to perform a turn and it is not really fast on responding. During the next flight, her biggest challenge was how to get back down. She had about 5,200 ft had some trouble in convincing the ELFE that it was time to land. She had flown for well over an hour. She tried slipping with the airbrakes open but nothing worked. She has decided that this is the glider for calmer days, unless you are having a stay up for longest competition. She is continuing her search for a glider pilot who will fit in it as comfortably as she does. So, if you are a small in stature glider pilot with big adventure in mind, come and visit us at Brokenstraw Soaring sometime and I will introduce you to a real fun ship! □



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Guckel G-1

by Frank-Dieter Lemke

Between 1943 and 1944 a nowadays totally unknown aeroplane was developed at Kittelberger Aviation in Bregenz/Austria. Its creator Herbert Guckel named it "Flying Wing". But you could easily describe the construction as a circle wing. Its purpose was to serve as an experimental glider for the future concept design of a wide-bodied transportation aircraft. Herbert Guckel did his apprenticeship with Edmund Schneider Flugzeugbau in Grunau (today Jezow in Poland). There, in 1933, he developed the idea to build an own aircraft on the basis of a blended wing body. In contrast to the Horten brothers Walter and Reimar or to the French Fauvel Herbert Guckel preferred a horizontal tail separated from the wing unit. He built several successfully flying models meanwhile having worked for Schempp-Hirth as well as for Schwarzwald-Segelflugzeugbau - when



Above: Herbert Guckel at Edmund Schneider's premises in Grunau 1934, working at an engine for a Flettner helicopter. All photos: Collection Frank-Dieter Lemke

he finally was employed by Kittelberger Aviation in 1941. There in Bregenz/Austria he had the position of a Technical Foreman. Besides his paid job Guckel spent his complete spare time to realise his dream the G-1. By constraints of the period constructing the G-1 had to be done illegally behind closed doors. Nevertheless, it took Herbert only one year to complete the work. Guckel's boss Walter Kittelberger once saw a flying model of the G-1. He was so impressed that he supported Guckel in providing a disused garage and material for free. All fittings and the steering were done by Kittelberger's factory locksmith. On a Sunday in 1944 Walter Kittelberger's brother Karl did the first test flight. The first little

jumps passed without any issues. Thus in the following Karl did two winch launches up to 50m including some swerves and a full circle - at that low altitude! The pilot was impressed by the positive behaviour of the G-1, especially by its gliding ratio. Right after that, in August 1944, Herberg Guckel had to emigrate to Switzerland as he was prosecuted as a communist. On May 2nd, 1945 he swam through the river Rhine getting back home to Bregenz. Upon his arrival he learnt that his G-1 had been confiscated by the French Army. Since then and til date the G-1's traces are lost. Nine years later in 1954 Herbert Guckel was employed with the Schoenhagen Gliding School in GDR. He thought about re-building the G1 but never got started due to lack of time. Later on as a glider master craftsman Guckel made his strong contributions to the Patriot, GDR's first double-seater. This glider was manufactured at VEB Nagema Schmiedeberg and its naming "Patriot" was invented by Herbert Guckel. □



Herbert Guckel constructed the G-1 between 1943 and 1944 on the basis of his experimental experiences as he never had an Engineering education. The glider was equipped with split flaps on the wings' upper surface, with a wheel and two skids.

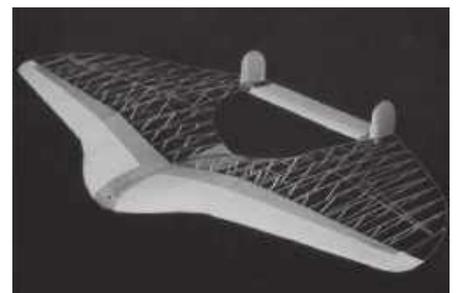


Herbert Guckel in the mid 1930's in Grunau with his first "Flying Wing". The centre keel worked as a stabilisor. The model's flight characteristics were described as excellent.



Herbert Guckel with his "Flying Wing" in Saarmund near Potsdam/Germany 1950.

Below: Guckel built a second "Flying Wing" model after WWII.



Technical Data der G-1

(from memory of Herbert Guckel):

Wingspan:	9.0 m
Wing Surface:	20.0 m ²
Aspect Ratio:	4,05
Largest Wing Depth:	4.2 m
Span of Horizontal Tail:	3.2 m
Surface of Horizontal Tail:	1.9 m ²
Profile:	inner NACA 23012 outer NACA 2309
Weight Ratio (un-manned):	100 kg
Weight Ratio (manned):	180 kg
V _{ne} during test flight:	120 km/h



Tutor memories

From Keith Nurcombe

It was a pleasant and unexpected surprise to read Martin Smith's piece about my old Tutor DQD in the summer 2010 issue (no 130). It brought back many happy memories of flights that astonished me as much as anyone. (Norman James was the only person who really wasn't surprised, as he'd already shown the way). Just a slight correction, though, if I may: the 1994 flight mentioned by Martin was not FROM a rally but TO the VGC international Rally at Lasham.

I hope that Martin gets as much enjoyment out of the old girl as I did. Even though many of my flights were over-ambitious failures, in most instances it needed the day to last for just one more thermal to have completed a really respectable task. I know that 200km closed circuit on the right day is quite feasible.

The most distressing failure was the day in 1990 I managed to avoid landing at Sutton Bank after a down-wind dash from Hus Bos. My ever-optimistic crew arrived there to find Ann Welch and others (our Chairman included, perhaps?) with Fluff Slingsby dedicating a plaque to Fred. Abeam York I was within sight of the White Horse with a 25kt wind up my tail. I am sure, with hindsight, that I was 'in' but diverted to 'top up', ending up on the wrong side of an active Linton-on-Ouse. After an almighty struggle to stay airborne I missed the half-mile-long cut hayfield I aimed at and landed in a potato field with the White Horse mocking me across the valley.*

Ho hum! The thought of arriving unannounced on the south ridge in a Tutor just as Fred Slingsby was being honoured must make this flight one of the classic failures of all time. I fret over it still.

As I have never previously written about the Lasham flight, perhaps I should include a few notes for the record:

Having flown Ron Davidson's Petrel on the Thursday, and with the forecast looking good for the weekend - a light northwester backing to the south over Saturday night - I shot back to Hus Bos, put two new tyres on the trailer and packed an overnight bag with the aim of flying back home on Sunday. I was under strict instructions from my dear wife to avoid a land-out at all costs, so set off on the Saturday with that stricture ringing in my ears. The wind was a little stronger than forecast and had more west than north in it, so despite my best efforts at cutting across it, I ended up overhead Aylesbury with no option but to plug directly into wind for an hour or more to get round the west side of the Stokenchurch mast. As I set off south again - navigating very carefully through the narrow and lowering gap approaching Reading I was cheered by what I believe to have been a home-built half-scale Focke-Wulf 190 that half-rolled round me with a cheery wave. (Bright green on top and maroon underside. I've tried to identify it without success, so if anyone knows it, please tell).

Apart from a bit of trouble sorting out the many airfields in the area, the rest of the flight was uneventful, and it was a great pleasure to eventually join the circuit at Lasham knowing that we had reached our



spiritual home. I was looked after very well by my many friends, and the following morning pulled the trusty Tutor onto the grid for a launch back to Hus Bos. It seemed to cause a considerable amount of mirth amongst the onlookers, this blue Tutor in a sea of white glass. Alas, I launched too soon, and after an hour's struggle I landed back just as the launch point changed ends. By the time I had dragged DQD by hand to the other end of the airfield and had a bite of lunch while I recovered from the exertion, the day had started to boom. I took another launch and worked my way back against the 11 kt north-west wind (it had failed to back into the south overnight as promised) reaching Bicester at 2000' after 4 hrs in the air. I found a climb to 4000' over the town, but the day was dying, and with the warning about landing-out still ringing in my ears, I called it a day and slipped off the height to arrive amongst the Nationals finishers at Bicester - on a day that had seen something like fifty standard class gliders complete a 500km closed circuit.

One of those 'not-to-be-forgotten' days.

I wish Martin much success and enjoyment, and hope to read of his exploits in due course.

* *With no spoilers, you may get the wind wrong or get the slope wrong, but do try and avoid getting both wind and slope wrong at the same time.* □

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Gliding in England 1930-1931

from the flying career of Carli Marsen (Magersuppe)

Extracts translated by CW who adds that after the French won the International Gliding Contest at ITFORD HILL in 1922, there was no real gliding in Britain, until ROBERT KRONFELD and CARLI MAGERSUPPE reintroduced the sport in 1930.

“Gerhard Fieseler, who had many times been German aerobatic and World Champion, asked me at the end of 1929 whether I would like to reintroduce gliding in to England. Fieseler was then owner of the glider firm Kassel and had bought the firm from (Max) Kegel and Ackermann. He had to deliver two “PROFESSOR” sailplanes to the Newspaper “DAILY EXPRESS” and these were being built at that time in Kassel.

The DAILY EXPRESS wanted to advertise itself at Air Days.

I had been 2 ½ years as a gliding instructor on the Doernberg near Kassel and had then the fine name Magersuppe but changed it in 1958 to Marsen, but I soon discovered that this was a mistake as everyone had got to know me at Rhoen Contests and the International Contest at Vauville in France, and now as Marsen, I would have to start from the beginning

again. Having said ‘Yes’ to Fieseler’s suggestion, I gave up my gliding instructor’s position in the Lower Hesse Assn at Kassel, and travelled as Magersuppe over the channel to London by train.”





Arriving at the station, his first task was to locate the person who had come to meet him. He was then 22 years old and he was overwhelmed by the crowd on the platform. There was no platform but just a crowd of people with a line of taxis behind them. From his compartment window, he was just able to see part of a Daily Express Newspaper amid the rabble." I waved like mad and contact was made. Oh God, he had a stutter and was almost unintelligible. His name was Mr Pr...Pr.. Prettyman. In the taxi he told me that he had been engaged by the Daily Express as manager for the gliding

operation and was to be my translator. It rapidly became apparent that with my school English and his stutter, we could not communicate. Later, I discovered that he could say "Eisenbein mit Sauerkraut und Schweinhaxen (pigs'trotters !)" and from this, I gathered that he must have been in Germany, but later I doubted even this".

After Kassel, Carli was overwhelmed by the London traffic and the size of the town. In the editorial of the Daily Express, "much space was given to me with many photographs, and what was my favourite toothpaste and size of shoes etc! At last, we had got so far as on one fine day to go to a small gliding site 30 miles North of London with an 80 metres high and an about 500 m. long slope called Ivinghoe. There, I met up with for the first time, the sailplane in which I now was to fly and I was introduced to my rigger, a Mr Ronald

Baynes. There we rigged the machine. In his nearby office, Mr Prettyman had engaged 20 grown men to be my bungee crew. I don't know whether this first test launch had been heralded in the press but, in spite of it being a week day, there was an amazing number of people there. I left it to Mr Prettyman to brief the launch crews, who clearly knew more English than I did, and everything to do with gliding, and had studied in Germany.., or so he said, and I believed him, but that was my mistake. I sat in the machine, did my control checks and strapped myself in. Three men sat at the tail skid to initially restrain it. Mr Prettyman took the left wing tip to hold the machine level, secured the launch cable to the hook on the nose underside and sent five men to each side of the bungee. I, in my machine, stood near the edge of the hill ready to go forward into the hill lift. The launch crew began to run and I



Carli Magesuppe with Fluff Slingsby with his second 'Professor'. Note the Kassel Flugzeugbau sign on the fuselage. All photos from CW collection

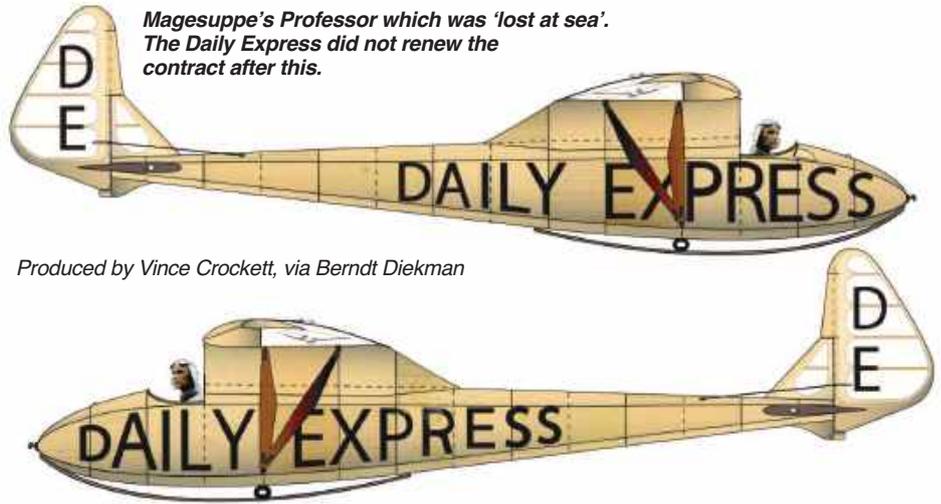


saw them disappear over the edge of the hill. Mr Prettyman gave the commands... Walk.. Stretch... run and release....Let Go.. The last command, as all the world knows, is only for the tail restraining team ... but not here. After the happy direction of Mr Prettyman "Release" the whole launch crew let go of the bungee and the tail crew held on to the tail skid like iron. The bungee rope came at me, up the hill like an angry animal and enveloped the nose of the PROFESSOR in a writhing mass. Now followed something rather comical. I looked to the left and saw the left hand crew standing in a line. None of them had taken one step forwards and were staring at the machine, waiting for something to happen. When I realised what had happened, I became convulsed with almost hysterical laughter and a murderous temper. I had quite forgotten that these Englishmen had never seen a glider launch before. Some of them had burnt their hands and a doctor had to be found. Luckily, they were not badly burnt, Thank God. Now, we found some gentlemen among the crowd, who were prepared to give me another launch. And this time it worked. After a flight of some twenty minutes, I landed below on the slope. Now everything was action. It was applauded and the next day's title page of the Daily Express had a huge photograph of myself in the glider with the slogan "Father" in glider. When one

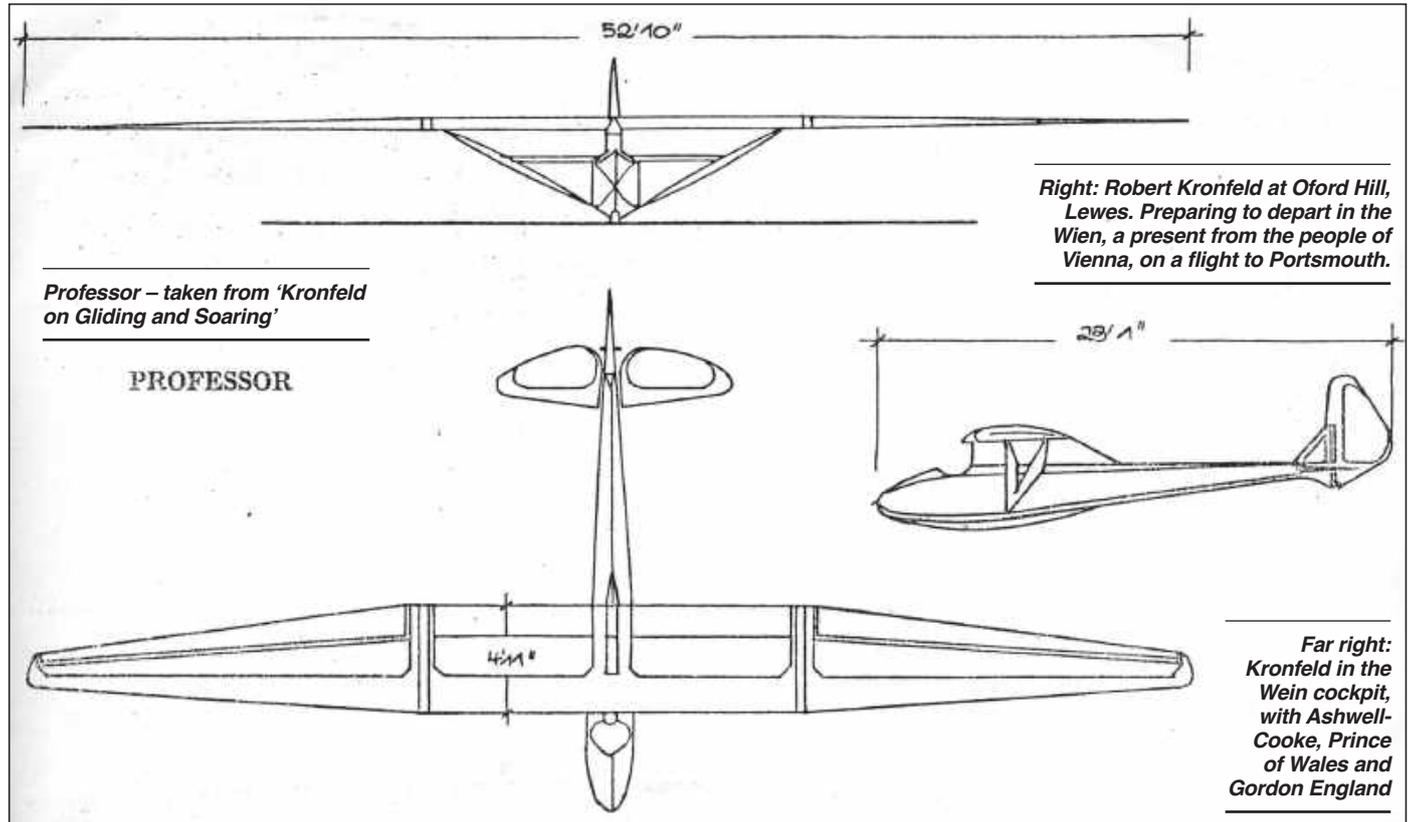
Magesuppe having a successful bungee launch in the Professor.



Magesuppe's Professor which was 'lost at sea'. The Daily Express did not renew the contract after this.



Produced by Vince Crockett, via Berndt Diekman





realised that this newspaper had a circulation of more than one million, one will understand why I had difficulty in suppressing a considerable yodel! Then we took part in further air displays at Great Yarmouth and Portsmouth etc. and a great air display at Ishfort (Itford? CW). I had already heard that the Austrian gliding champion and world record holder ROBERT KRONFELD would be present on the invitation of the BGA with his sailplanes "WIEN" and "AUSTRIA", which had a 30 metre wing span. I had previously met KRONFELD on the Wasserkuppe and at Kassel, where both his sailplanes had been built. There, I also met Karl Bruhn, who had for many years been employed on the Wasserkuppe as aircraft woodworker. Also I was introduced to Mr Gordon-England, Chairman of the BG., the Master of Semphill, Lowe Wylde, and to many other prominent people of British Aviation. Here at Ishfort (?), we flew on Wednesday, Saturday and until midday on Sunday and over 200,000 spectators were present. We had never before experienced so many spectators and this was without aerobatics or

jet aircraft. It was simply because on Sundays no other organised occasions which included football, were permitted. On Sundays came of course most people. At the end of the previous century, most of these laws were created against organised occasions on Sundays, but flying in England had luck. In the late 1800s flying had not yet been born. Later, when we were in the Lake District in the North West of England, some difficulties were experienced, especially when we wanted to organise an Air Display at "Barrow in Furniss" on a Sunday. In England, the 'High

Church' organised itself and was not supported by the government. Here in North England, it seemed to be especially strict. In the newspapers, we were referred to as "Slanderers of the Sabbath!" and no one in our organisation wished to take the first step against this. Then, a small boy

came up with the idea that we should start the air display with a religious service with a priest blessing the occasion from a temporary pulpit on the site. Thereafter, we could fly.

However, back to Ishfort. In 1930, you cannot realise what public fascination there was for aircraft which noiselessly could stay up without power, while for us in Germany for some years, we had taken it for granted. In England, certainly there were a great many gliders, but almost no sailplanes. In Scotland, I met a man, who helped me to derig my machine after an air display who told me that he lived in South England and had been to five of my air displays. He had continuously followed me to try to establish where my engine or power unit was hidden. He wished me to now tell him under the cloak of his secrecy the truth. I tried to explain to him that I had no hidden "rabbit in a cylinder" and that a sailplane obtained its speed by heading continuously downhill and could only climb if the air mass in which it was flying was rising faster than its sinking speed. The gentleman thanked me and

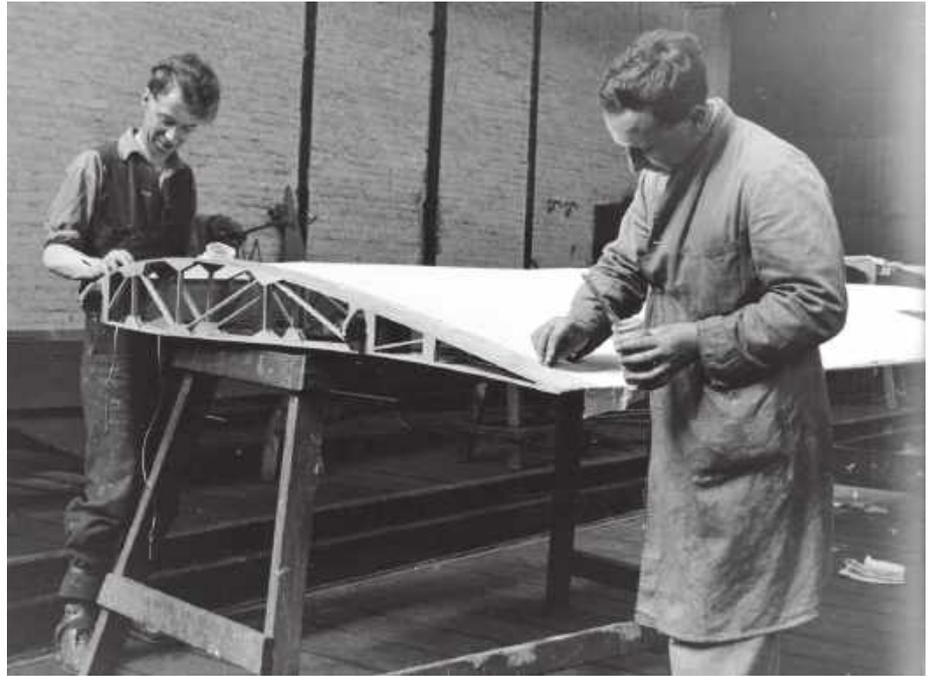
left me but I don't know whether he believed me. From Ishfort, I went to Folkestone on the channel coast. Kronfeld and myself stayed now together. We agreed that at air displays, he would have the first launch, and on the next occasion, I would have the first flights always made the greatest impression on the public, so that each of us in turn





could pick out the first large currents from the air display cake. Altogether, I gave 82 air displays in England and Scotland but some of them were at the same location. At this time, Gliding Clubs were now springing up like mushrooms out of the earth. Within one year, there were 50 new clubs founded around Britain. In Folkestone, we flew from a slope which was not orientated with the channel and was south west of the town. The only landing places were on the plateau next to the takeoff point. KRONFELD left me alone during the weekdays, when he had to go to London and I tried to make a long flight without any previous organisation. Unfortunately, after flying for three hours 20 min-

Right: Fred Slingsby and colleague building a Dagling in the Scarborough bus works



utes, the wind fully gave out. I flew an English duration record which did not last long, but at the end I had lost so much height, that I was forced to land on a football pitch in the town of Folkestone. Two school football teams were playing. After calling down to them, they were kind enough to vacate the pitch to allow me to land but please do not ask how high I was over the roofs on final approach. I must explain that at that time our gliders had no flaps, air brakes or tail parachutes. On the east coast near Scarborough, I had bad luck during a landing in a field of weeds, when I damaged the underside of the fuselage of my machine on a stone, which I had not seen. During the search for a workshop where I could use glue and screws, a man told me that in Scarborough there was a coffin maker, who had everything. We pilots were a little worried having had to ask a coffin maker for help. However, the owner was very friendly. We brought the fuselage in to his workshop and he, Baynes and myself worked for the whole night and we could not have wished for anything more. His name was Fred Slingsby. Shortly afterwards, when I was instructor at the Scarborough Gliding Club, I instructed Fred Slingsby. A little later, he hung his coffin up on the famous nail and began to build gliders. At Kirbymoorside, a little place between Scarborough and York, he founded a business that became the largest Glider factory in Britain. His gliders became flown in every land of the earth. Shortly afterwards on one of our next air displays also in Scarborough, there took place an event that completely changed

our future flying program. KRONFELD, the most famous of us, and above all, he spoke better English than I, organised everything with the authorities and prospected the launch point. Scarborough above all, was a very beautiful holiday resort and in its middle was a roughly 100 metre high cliff facing the sea. This was called "Castle Hill" On its summit were the ruins of a castle and a little lawn which was a favourite picnic place and had previously been used for athletics. KRONFELD had chosen the site. Who had decided that this should be our gliding site must have been having a bad dream. After a surface area of about 70-80 metres, there was an about 100 metre high vertical cliff face. Below, a road had been blasted into the cliff, about 20 metres high above the sea, which came up to the cliff without interruption. Now came Sunday, the day of our gliding display with storm gusts of up to 100 kms/hr. We went up to the launch point and established that there was 10 kph tail wind and our wind strength measurer indicated a 25m/sec cross wind over the site. The organisation should have abandoned our flying display.. but no, there were very many people there and we had so often been lucky before and Kronfeld was loudly proclaiming that we should fly to pick the first great raisins from the air display cake. He was still rigging, and I stood ready with my machine on the launch point. It was September and very cold and the gliding display had to begin. I had the first launch and took my machine so close to the cliff edge that the bungee crew had hardly enough space

to run. With the energy of the bungee, I hoped to pass over the site and in to the hill lift. Two bungee ropes were used with five men on each ie. 20 men were to launch me. Kronfeld took the right hand wing tip and the tailskid was restrained by two men. At the start I had to use full left aileron, as the machine did not want to remain horizontal and when I lifted off, during the "Blitz Start", the port wing tip hit the ground and a one metre long section of the wing broke and jammed the aileron. The broken plywood for a second stuck in to the ground, so that I and the whole machine rotated over the edge into the hill lift and torpedoed upwards and backwards over the sea. With left wing down and blocked aileron, the machine descended in a steep spiral in to the water. From above, I could not guess the height of the waves. I was perhaps 200 metres from land, and I saw for the first time, that breakers occasionally broke over the road, in the cliff and that apart from a few men, there were no cars on the road. Now, after 47 years, I still get goose pimples when I think of it. The water was 10 degrees C. and I did not think that I could hold out for long. I sat on the wing with my feet in the cockpit. The machine was sinking as the water was dragging it under as some of its broken parts were attached by cables and the waves were breaking over them. This was a real danger. I had seen that a man on the road had thrown into the sea a life buoy. Therefore, I would have to swim. I took everything off except my flannel trousers and shirt. When I started to swim, I received such a blow from I



think the launching hook on my left knee that I could not move it anymore, and I had to return to hang on to the machine. Now, I guess that 30 minutes had passed and I began to lose feeling in my hands. When I was lifted up by the waves, I could see that no life boat was coming. I heard afterwards that the life boat had been full of water and had to be turned over to bring it in to action. Then finally after three quarters of an hour, a man came with a large ship at great speed, so that it ran over the wreckage of my machine. At last someone threw a life buoy at me but my fingers were so stiff that I could do nothing with it. Then someone threw a line with a loop at its end and, with this I was heaved on board and received warm clothes and the finest drink of my life. I saw then a sailor in a black roll necked pullover. As we ran into Scarborough's harbour, I noticed that the quayside was black with people. After we had been secured, I went ashore towards Baynes whose car I had noticed. About 10 metres from the car, one of the spectators recognised me and I was lifted on to the shoulders of the crowd which then sang that beautiful song "Happy Birthday to you", and put me in to the car. Yes, you have to fall in to the water to receive the full English experience. In the hotel, I awaited a doctor, I had a bath and for the first time I became warm. Then, after about an hour

after I had been fished out of the water, my nerves broke, my whole body shook and I started crying. I was told later that this was a normal reaction. That evening, Slingsby's Coffin business never left my mind. Meanwhile, KRONFELD waited for about two hours hoping that the wind would drop. He had noticed how strong the turbulence was over "Castle Hill", as I had demonstrated, and decided that a launch was still impossible. He had the "WIEN" taken back to the furthest point and hoped with the compression of the bungee to gain so much height that it would fly over the entire site to reaching the lift over the cliff. It did not even get as far as the fence. After lift off, the port wing went down on the ground, the machine performed a ground loop and broke its elevator off. The machine lay just before the edge of the cliff and KRONFELD had the greatest luck not to go over the edge. KRONFELD left that same evening to get his "WIEN" repaired in London, and I stayed in Scarborough for a few days holiday to recover. The Royal Hotel, in which I lived, was directed by someone called Howard. He had a German wife and was the President of the

Scarborough Gliding Club. After a few days, he showed me a newspaper in which a picture with the, at that time Prince of Wales, could be seen with ROBERT KRONFELD with the repaired WIEN, near London, which he had just demonstrated in the air. As I heard that the invitation had gone out to us both, I could understand how I had not received it and Mr Howard did not know that I had a second machine in London. My amazement was great that I did not know of the invitation. I don't know if this matter was due to the fact someone's influence and I did not see Kronfeld during 1930 again in England. The "DAILY EXPRESS" did not renew my contract for more Air Days and received the offer from the Scarborough Gliding Club to be their instructor for two months. The club had bought a two seater "HERKULES" from Mr Fieseler's Flugzeugbau, Kassel and besides this they owned some Primary Gliders. They had an airfield near Scarborough but the club owned no winch or towplane. We could only have bungee launches in an easterly wind into the slope lift on the dunes by the sea. In a northerly wind, there was a slope 10 kms inland and in the prevailing west wind on Sutton bank, about 40 miles from Scarborough. Besides this, we had further air days. Sutton Bank had no hangar then but now has one which was built a long time ago

Below: Magesuppe at Scarborough. The English Experience – on the beach (?) in dry clothes next to Kronfeld's 'Wien'





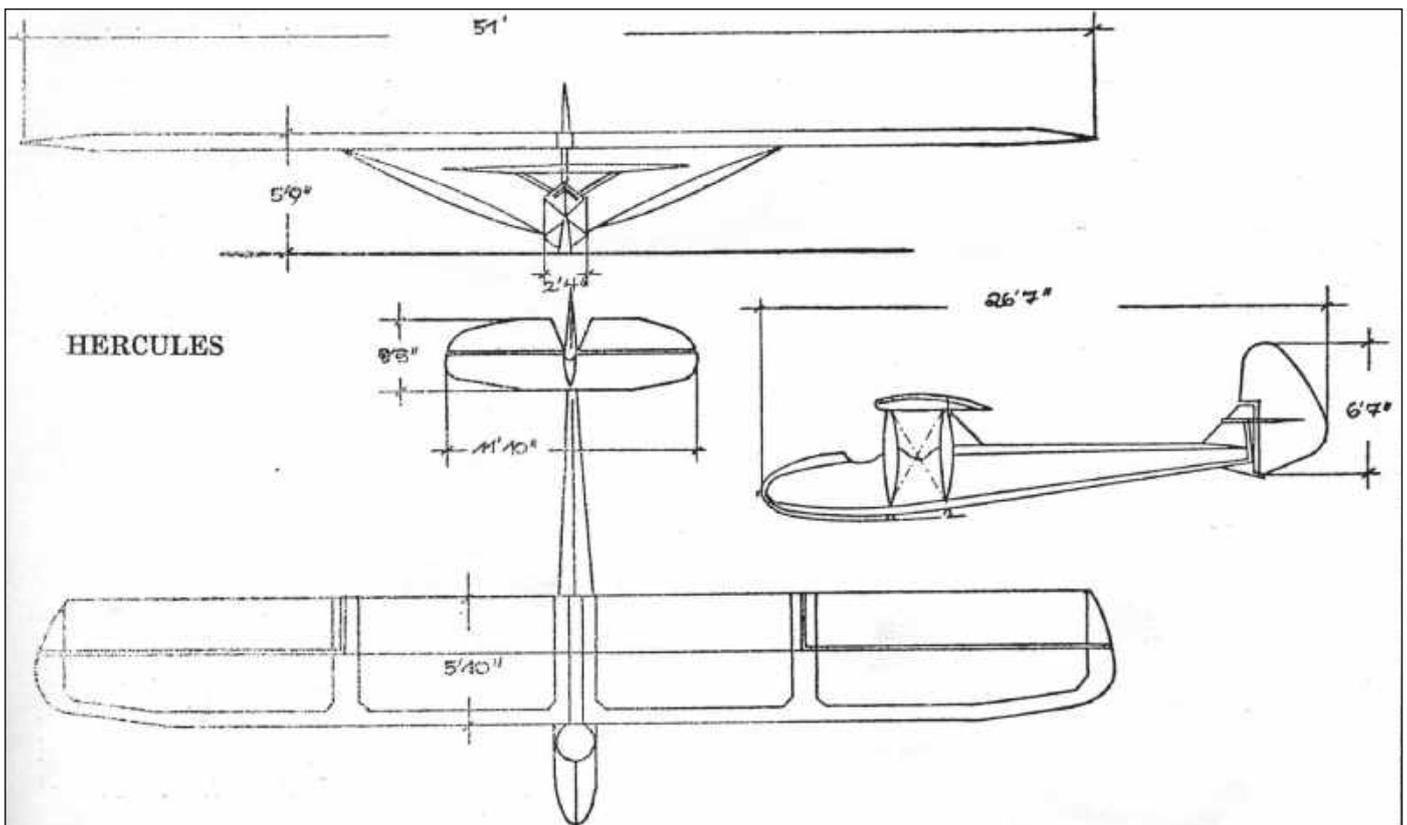
and it is one of the most frequented English Gliding Sites. Here, I experienced something typically English. On a Sunday morning, we sat in a little pub on Sutton Bank, waiting for the fog to clear. I spent the time amusing the members with card tricks with money and rulers etc. Then I showed them my "super trick" ie four corks under two hats which ended with the corks under a table plate. Then I cleared it up and went to the take off point. Sutton Bank is a huge horse shoe of about one, 4 km diameter and one hundred metre vertical cliffs. Before the slope are countless small

meadows all surrounded with stone walls and are not recommended for out landings. There were no problems landing on the plateau above when one received great height over the slope. On this day, Fred Slingsby was first in the machine and we flew with me for perhaps 20 minutes when I noticed that we were losing height and that the edge of the cliff was about level with us. I took over the controls to try to gain more height but the wind had dropped. After a further ten minutes of trying, I realised that we would have to land below. Near the cliff, were the fields too small and I

could only choose a little landing area about 40 - 60 metres long. Low down, it was very turbulent.. Then began a jumping over walls and I realised that after two fields had passed below, that I would have to land in the next one. Now we passed over a wall with minimum speed and the machine dropped to the ground before a three metre deep crater, which I had not noticed, five metres before the next stone wall. My God, we had had luck! After we had climbed out, Slingsby said to me quite undisturbed "Now we are quite alone you can explain to me how you did that trick when the four corks ended beneath the table plate"!! *To Be Continued.....*□



Left: the famous Kassel Hercules, with Mrs Slingsby in the front seat (before she was married to Fred Slingsby), on view in the ballroom of the Royal Hotel in Scarborough. In the rear seat is the Director of the hotel and Chairman of Scarborough Gliding club. The actual, original text on the reverse of the photograph reads: "Scarborough Gliding Club's new two seater, dual control sailplane, the only one of its type in England on view in the ballroom of the Royal hotel (Scarborough) where the christening ceremony was performed by the Mayoress (Miss Moore) by breaking a bottle of champagne over the 'Scarboro's' bows. The machine has a wingspan of 50ft and weighs 420 lbs. Inclusive cost of sailplane is £240. The machine will be shown at various towns in the country, the first visit being paid to Barrow-in-Furness about the last week in October. (signed V.G.Rhodes, Scarborough).





Chris Wills remembers

We remember how Wolfgang Spaete had won the 1938 Rhoen Contest in the heavy REIHER 1 using a best speed to fly calculator which indicated that he should fly at, until then, incredible speeds between thermals. WOLF HIRTH wrote to Philip Wills just before the outbreak of war suggesting that he should fly his MINIMOAS at these high speeds between thermals but asked that he should keep the table secret or he would get in to trouble in Germany. There was some tremulous doubt then about the wisdom of flying between thermals so fast as the pilot who came second in the 1938 Rhoen Contest was KURT SCHMIDT flying the second MU 13 which he built (the ATALANTE), which was the slowest sailplane taking part, but KURT SCHMIDT was a very good glider pilot.

The Wolf Hirth- Philip Wills letter dated 2.9.38 from Vaihingen.....

“Here is a very interesting thing, but please keep it to yourself and do not publish it before Wolfgang Spaete does. He came third in last year’s International Rhoen contest and was winner of this year’s Rhoen Contest. We knew already from long ago that it had to be done, but he really has done the work at last. IT IS A SPEED TABLE FOR THE MINIMOAS !

Vst	Va	Vr
0.5	77 kph	28 kmh.
1.0	83 kph	41 kmh.
1.5	88kph	51 kmh
2.0	93 kph	57 kmh
2.5	99 kph	63 kmh
3.0	105 kph	67 kmh
4.0	115 kph	74 kmh
5-0	127 kph	81 kmh
8.0	135 kph	93 kmh.

Vst = Your climbing speed as seen on vario..

Va = is your flying speed between circling period, where you certainly now fly slower.

Vr = is the resulting cruising speed. The new knowledge is that we have to fly much faster than we usually do. That means, when your average

climbing speed is 2m/sec, you have to fly at 93 kph. If it is 1.0 m/ sec, you have to fly at 83 kph, and at 105 kph, if your average climb rate is 3 m/sec. It therefore means much faster flying and greater resulting distances, and if you do much flying in clouds where you normally find higher climbing speeds. With best wishes to Mrs Wills and regards to you. Sincerely yours, WOLF HIRTH

A further letter from Wolf Hirth reached Philip Wills on 8.9.38.

“I hope that you received the table for MINIMOAS’s flying speeds. I have just received a letter from Spaete that it is forbidden to give this information to foreign countries. You are the only man to have received it as yet. So I beg you again to keep it to yourself, and not to tell anybody about it. I hope to visit England next month. We then can talk it over. I’m quite certain to have hard difficulties if people here will learn what I have done. Though I am convinced myself that it is a nonsense to keep such knowledge as a “secret”, I can not change it. We are just now testing a new kind of “dive air brake” for MINIMOAS. Maybe they will be installed later in all our performance gliders. You can have them fitted in your Minimoas one day. We have also started building the “GOEVIER” two seater in series now. it has side by side controls like the FALCON 3, but a better performance I hope. PS. We are just printing “THE ART OF SOARING FLIGHT” now. Sincerely yours. WOLF HIRTH. “

(The air brakes referred to are certainly the first Schempp- Hirth- Huetter speed restricting air brakes which became obligatory equipment later for all gliders in Germany and abroad. CW.)

DEREK PIGGOT also told how he had attended the International Scout Jamboree of 1937 at Arnhem and that the

Polish Contingent was accompanied by two sailplanes which were aero towed at low height in to and out of the stadium.

FRITS RUTH writes in a recent letter

“ The SCOUT JAMBOREE of 1937 was at the Hague and I was there (still being a scout) When the Scout Service was over, I went to the airfield Ypenburg, where the Polish Glider scouts were, and I sent you a photo of me together with two Scout Leaders in front of an ME 108 (I don’t know how it came there!). I have enclosed already photos of the two Polish Gliders. It was said that they also had a “MEWA” two seater with them, but I only saw the tow plane, an R.W.D 13. The Scout Leaders did look somewhat strange!”

One aircraft of this type took part in the 1937 Scout Jamboree in the Netherlands. The SOKOL was a single seat aerobatic sailplane of wooden construction. The wing had an area of 31 sq. m. (141 sq. ft) and an aspect ratio of 10.3. From the book “Polish Aircraft 1893 - 1939” by Jerzy Cynk, C.Wills has learnt that these sailplanes were a “SOKOL” (Falcon) and an SG-7. The “SOKOL” was developed in common with the competitive CW 7 to meet an official requirement for an aerobatic sailplane. It was designed by Antoni Kocjan and manufactured by Warsztaty Lotnicze. The prototype was completed in the spring of 1934, and encouraging flight trials resulted in small repeat orders from L.O.P.P. Two or three batches of five examples each were eventually built, the improved variant being known as the SOKOL bis. The SOKOL was used by a number of gliding centres and schools until the outbreak of war. The sailplane which initially suffered from some structural problems, possessed responsive

Below: 1937. Boy Scout leaders at the Hague Airfield, Ypenbur, in front of an Me108. Photo: Fritz Ruth





Above: Polish Boy Scout group at Tenge Airfield in 1937 during the 5th Jamboree. The glider is a Sokol Bis and the pilot is Pnehajda Photo: Fritz Ruth

and well balanced tapering two spar cantilever structure with a plywood D leading edge and fabric covering. It was joined at the centre line to the fuselage top, and braced on each side by a V-Strut. The fuselage was of oval section and semi monocoque. The fuselage was either open or, in the case of the late production Sokol bis, provided with an enclosure. The tail unit comprised an integral plywood fin, a balanced rudder and an all flying horizontal tail plane. The landing gear consisted of a pneumatically sprung skid. The sailplane's wing span was 11.6 metres and a length of 6.2 metres. Empty and loaded weights were 105 kg and 190 kg and wing loading, was 14.5 kg/sq.m. (3 lbs per sq. ft.). Max. L/D was 1/19 and min. sink was 0.85m (2.79 ft).

SG-7. This was a high performance sailplane conceived by SZCZEPAN GRZESZYK in 1936, and was a progressive development of the SG-3 series of sailplanes. Two SG-7 airframes were built to a Ministry of Transport order by the Warsztaty Szybowcowe and began flight trials in the spring of 1937 but, as far as is known, no further examples

were built. One went to the Netherlands at the end of July with the Polish Scouts' contingent for the (Vth) Jamboree, whilst the other appeared at the 5th National Glider Contest at Inowroclaw in Poland, which began on the 5th August 1937. The SG-7 was contemporary with the ORLIK and PWS 101 and, compared with them, it made better use of lower speeds, and was designed for greater stick forces to permit smoother flights in turbulent conditions and in cloud, but its overall performance and manoeuvrability were rather inferior. As the design did not meet in full the new structural demands for cloud flying which came in to force in Poland in 1938, the SG-7 was to be modified to the required standard by S.W.S. at Biel-

Below: the SG3 glider at Yenge Airfield near Apeldorn during the 1937 Polish Boy Scout visit. Photo: Fritz Ruth

sko, and a new development the SG-7 bis, was being built in 1939. The outbreak of war prevented completion of this work. The war also cut short the construction of the SG-8m powered glider prototype, the last of Grzeszyk's designs, and no data on this project are available to the author. The SG-7 was a single seat high performance sailplane of wooden construction. The gulled wings had an area of 15.9 sq. m. and an Aspect Ratio of 15.7 was a single spar cantilever structure with a diagonal auxiliary spar. and a plywood covered D-Box leading edge, which was covered aft of the spars with fabric. Joined at the Centre Line, it was attached to the fuselage top. The fuselage had an oval cross section and was semi monocoque and had a fully enclosed cockpit. The tail unit, incorporating an integral plywood skin, was a conventional cantilever structure and a pneumatically sprung skid constituted the landing gear. The SG-7 had a wing span of 15.8 metres and a length of 6.35.m. Empty and loaded weights were 132 kgs (291 lbs) and 228 kgs (503 lbs) and its wing loading was 14.3 kg/sq.m. (2.9 lbs / sq. ft) Max. L/D





was 1/22 at 66 kph and min. sink was 0.72 m. (2.36 ft per sec.) Were these the first gliders that Derek Piggot ever saw? Derek Piggot told us how much he liked the Eon Olympia 403 with its 17m. span wings, the only example of which is about to fly again with the VGC Group at Lasham. He had previously flown it in a contest with two girls as crew, in spite of its heavy wings. Compared with the OLYMPIA EoN 419, which had 19m span wings, which he also flew, the 403 was more responsive

on its ailerons and slightly faster at low speed. DEREK'S ME 7 (or RUSSIA 2), which he relatively recently flew round a 500 km triangle during a Regional Contest at Lasham, is now in good hands in the UPWARD BOUND TRUST at Haddenham Thame. No more of this small ultra light fibre glass sailplane are being built in Russia. Andrzej Glas's three view drawings can be provided of the Sokol and SG-7. Permission from A. Glas has been granted.

ANOTHER LETTER FROM WOLF HIRTH TO P. WILLS from Vaihingen/F, Eidechsenweg.

"I've not yet answered your letter from 18. 7. 38. I was in the RHOEN on the WaKu over the entire competition (*The 1938 National Contest at Dunstable - CW*). We use the same quick release on both sailplanes and on aeroplanes' tail skids. So we can use ropes with two equal ends. I do not remember what you have seen in South Africa (*in 1936 when P.A. Wills took a KITE 1 there which is believed to still exist - CW*). We always have fixed it well let into the aeroplanes' skids. It does not interfere with normal flights. Certainly every different aeroplane has the same release attached in a specially designed way. But, there is not much difference. They all look very similar and the release is always the same standard one.

Our meet was very successful. 14 days out of 15 were flown. We had splendid weather. Only the last Sunday, when distance flights were stopped anyhow, thermals were poor. No wonder, 62 pilots and gliders covered a total of 75,900 kms, or 47,000 miles. But still more astonishing was the altitude flying. 4,000, 5,500, 6,000 m. and at last 8,100 metres were reached above sea level. The two best flights were flown in MINIMOAS. 1st was Flugkapitän Drechsel of Lufthansa - 8.100 metres above sea level (26,550 ft). 7,070 m above start (23,000 ft), 2nd Werner Fick 5,500 m. above start (18,200 ft). I sent an exact report to Dr. Slater. Wolf Hirth" (*It was never reported in S&G CW*). □

SG-7. High performance Sailplane was designed by Szczepan Gszczyk in 1936. Two were built to the order of the Ministry of Transport and were tested in the spring of 1937. It did not come up to the 1939 Strength Requirements and was being modified when war broke out. The new SG-7 was known as the SG-7bis. Max.L/D was 1/22. at 66 km/hr. One went to the 5th International Scout Jamboree in the Netherlands in 1937, Whilst the other took part in the 5th National Polish Glider Contest at Inowroclaw which began on the 5th August.

TWO POLISH SAILPLANES WHICH WERE PRESENT AT THE 5th INTERNATIONAL SCOUT JAMBOREE IN 1937 IN THE NETHERLANDS. (They were seen by Derek Piggott, and Frits Ruth of the Netherlands. A MEWA (Gull) sailplane was also present but they did not see it.)

This sailplane was Designed by Antoni Kocjan As an aerobastic sailplane. In the spring of 1934. 2 or 3 batches of 5 sailplanes each were eventually built and flight trials were encouraging. Empty and loaded weights were 105 kgs (231.5 lbs) and 190 kgs (418.8 lbs) Max. L/D was 1/19.

SG 7 data. Span 15.8 m Lengthy- 6.35m. Empty and loaded Weights were empty: 291 lbs and loaded (503 lbs). Wing load was 4.3 kgs/ Kgs/sq.m. (2.9 lbs /sq.ft.) Min sink was 0.72m at (2.36 ft/sec.)

Technical Data SG-7

Rozpiętość	15.8 m
Długość	6.35 m
Wysokość	1.65 m
Powierzchnia nośna	75.9 m ²
Wydłużenie	15.7
Ciepota własny	160 kg
Ciepota użytkowy	93 kg
Ciepota całkowity	253 kg
Obciążenie powierzchni	15.3 kg/m ²
Doskonalskość	22
- przy predkości optymalnej	73.6 km/h
Opadanie minimalne	0.8 m/s
- przy predkości ekonomicznej	58 km/h
Opadanie przy v = 110 km/h	2.7 m/s
Predkość minimalna	50 km/h
Dopuszczalna predkość nurkowania	200 km/h
Współczynnik obciążenia dopuszczalnego	+6/-3.7
Współczynnik obciążenia niszczonego	+10.2/-6.3

Technical Data „Sokol”

Rozpiętość	11.6 m
Długość	6.2 m
Wysokość	1.6 m
Powierzchnia nośna	13.1 m ²
Wydłużenie	10.3
Ciepota własny	105 kg
Ciepota użytkowy	95 kg
Ciepota całkowity	190 kg
Obciążenie powierzchni	14.5 kg/m ²
Doskonalskość	19
- Przy predkości optymalnej	60 km/h
Opadanie minimalne	0.85 m/s
- przy predkości ekonomicznej	54 km/h
Predkość minimalna	48 km/h
Współczynnik obciążenia dopuszczalnego	4.7-4.8
Współczynnik obciążenia niszczonego	+12/-8



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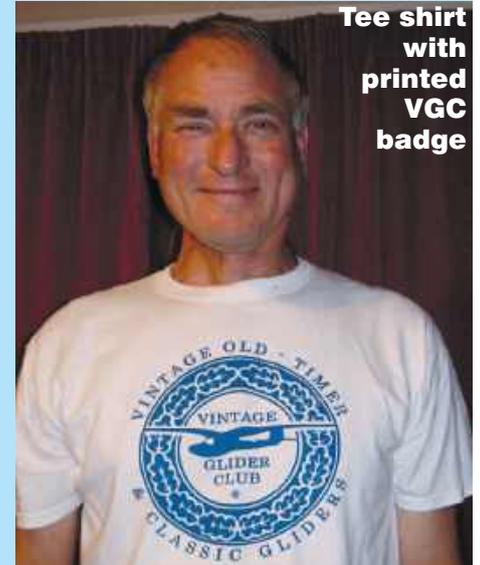
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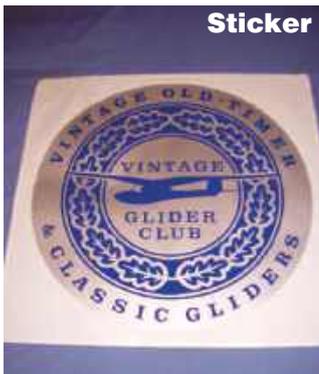
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Sailplanes 1945 - 65 Martin Simons	35.00	7.00	11.00
Sailplanes 1965 - 2000 Martin Simons	35.00	7.00	11.00
German Air Attache - Martin Simons	12.00	3.00	6.00
A Glider Pilot Bold - Wally Kahn	11.00	2.50	5.00

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VGC HISTORIC GROUP

**80 year Anniversary -
20th June 1931 –
Winning of the Daily Mail
Cross-Channel Prize
by a Glider**

The following feature is the result of an international teamwork and what Vintage Gliding is all about: research and text by Manfred Krieg and Bernd Dieckmann in Germany, superb artwork by Vincent Crockett in the UK and additional contributions by Jürgen Doppelbauer and Chris Wills. Any further material from our readers on the subject would be greatly appreciated. Francis Humblet.

From 1907 to 1930 the Daily Mail supported several times, the development of powered flight with very substantial awards. Less well known was that the newspaper also did that for the sport of gliding in 1931.

In memory of the famous 1908 Daily Mail Cross Channel prize won by Frenchman Louis Bleriot in 1909, a new cross-channel Prize was announced in the spring of 1931. However, this time, the prize was aimed at sponsoring the new sport of gliding. The same amount as the 1908 prize was set at £1,000. For the economically ailing Europe in those days and especially for the sport of gliding, this was an incredibly high amount.

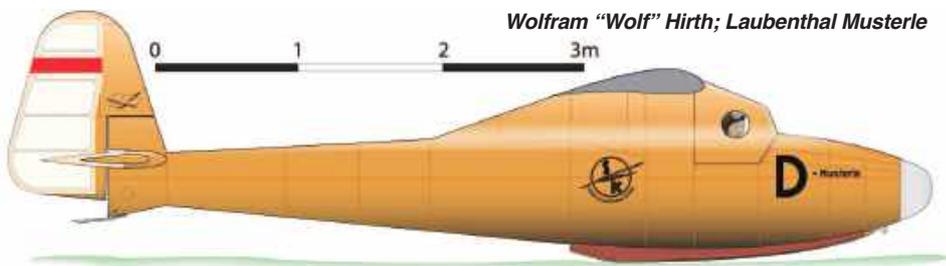
Added to this, the FAI rules were not involved, thus allowing aircraft aero towing during the competition. A special handicap required that the Channel had to be crossed both ways in a calendar day. Shortly after the announcement of the prize, registrations came in from all over Europe.

From Germany, came their best pilots who had won most of the international competitions in those days: Günther Groenhoff, Wolf Hirth and the Austrian Robert Kronfeld. Groenhoff was returning from his expedition in the Swiss Jungfrauoch to Frankfurt in order to carry out short-repairs on his Fafnir,



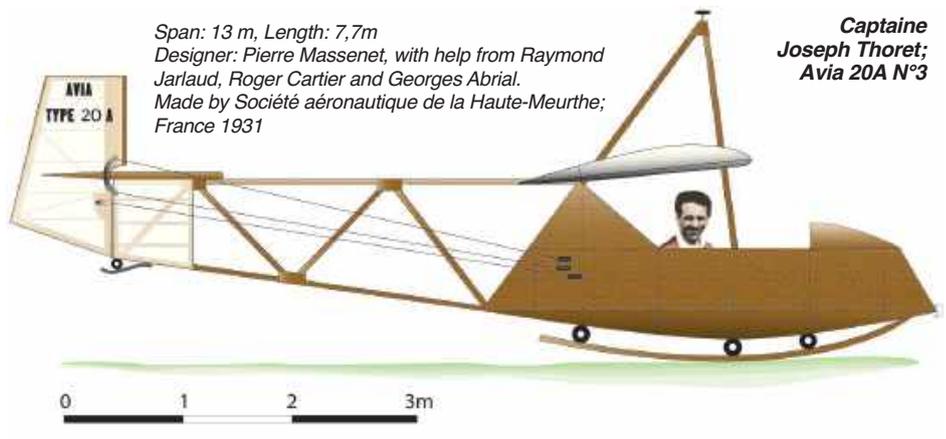
Günther Groenhoff; RRG Fafnir

Span: 19 m, Length: 7.76 m. Designer: Alexander Lippisch & Hans Jacobs. Made at the RRG-Fliegerlager-Werkstatt Wasserkuppe, Germany 1930



Wolfram "Wolf" Hirth; Laubenthal Musterle

Span: 16,06 m, Length: 6,5 m. Designer: Paul Laubenthal. Made by Segelflugzeugbau Kassel, Germany 1928



Span: 13 m, Length: 7,7m. Designer: Pierre Massenot, with help from Raymond Jarlaud, Roger Cartier and Georges Abrial. Made by Société aéronautique de la Haute-Meurthe; France 1931

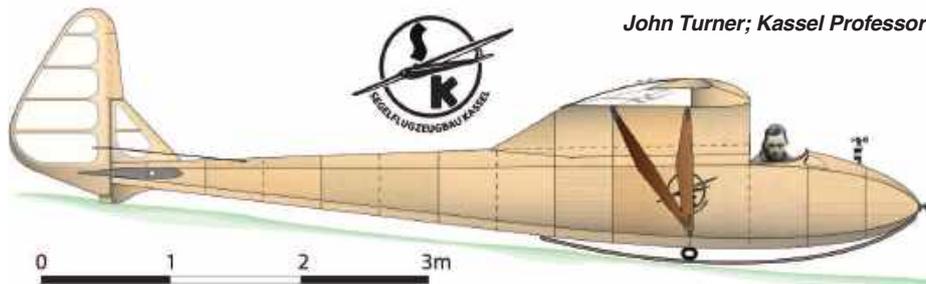
Captaine Joseph Thoret; Avia 20A N°3

Hirth came from Grunau in Silesia (now Poland) with his *Musterle*. Both machines were unique high-performance gliders. The *Fafnir* was built at the Wasserkuppe whilst the *Musterle*, designed by the famous Darmstädter Schule at Segelflugzeugbau Kassel had been modified by Haller when flown by Hirth in the US.

From France, Captain Joseph Thoret entered for the prize. He had just flown several national records in France at the Banne D'Ordanche Mountain center. He was hoping to obtain the new French high performance glider Avia 32 E. Since this would not be completed

before late summer, he had to rely on his old-style, record machine the Avia 20 A N°3.

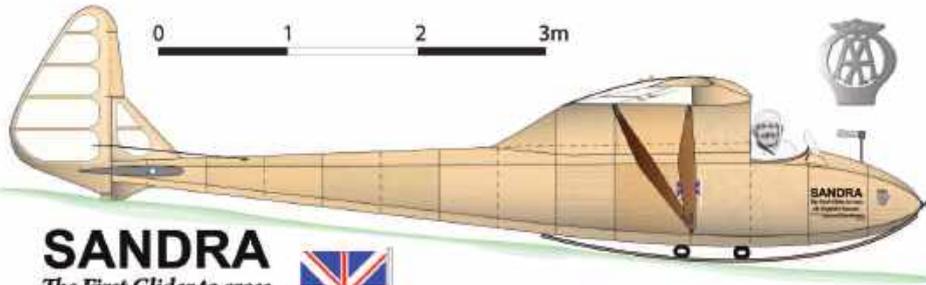
In England, several pilots had signed up for the prize. John Turner wanted to take a Kassel-Professor of the London Club. This was probably the same Professor which, in the previous ownership of the Belgian pilot Suzy Lippens, had been flown to gain FAI world records in southern England. The plane, stored at the London Gliding Club, was for sale. Can it be that C.M.C. Turner was the same man as John Turner? Just before the start of the cross-channel Prize, C.M.C Turner had recently flown a



John Turner; Kassel Professor

Span: 16.09 m, Length: 7.06 m

Designer: Designer Team at Segelflugzeugbau Kassel (very probably under leading of Eng. Wilhelm Kirchner); based on the concept of the RRG Professor by Alexander Lippisch & Hans Jacobs. Made by Segelflugzeugbau Kassel, Germany 1928 (Turner) & 1930 (Beardmore's Sandra)



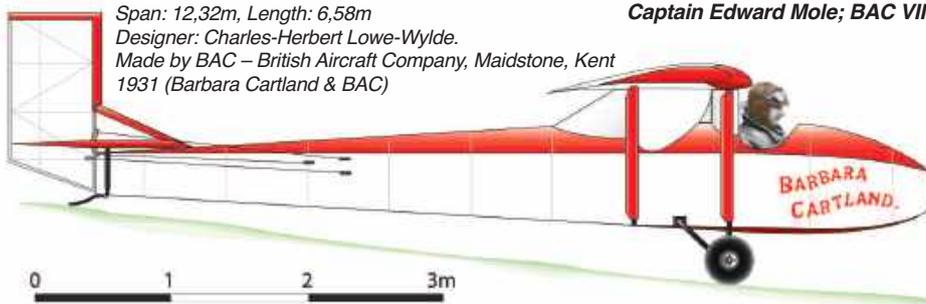
SANDRA

The First Glider to cross the English Channel.

Planned by Lissant Beardmore.

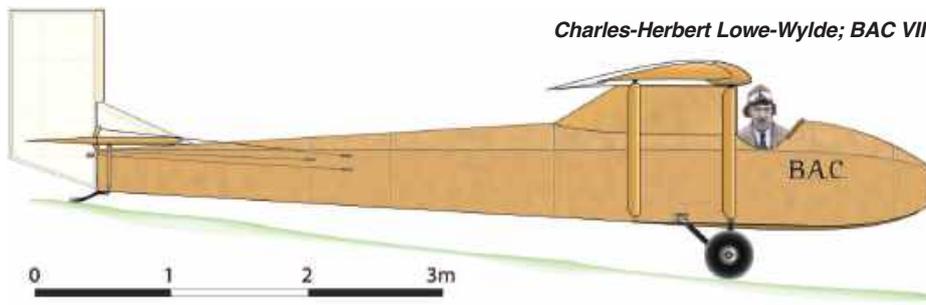


Lissant Beardmore; Kassel Professor

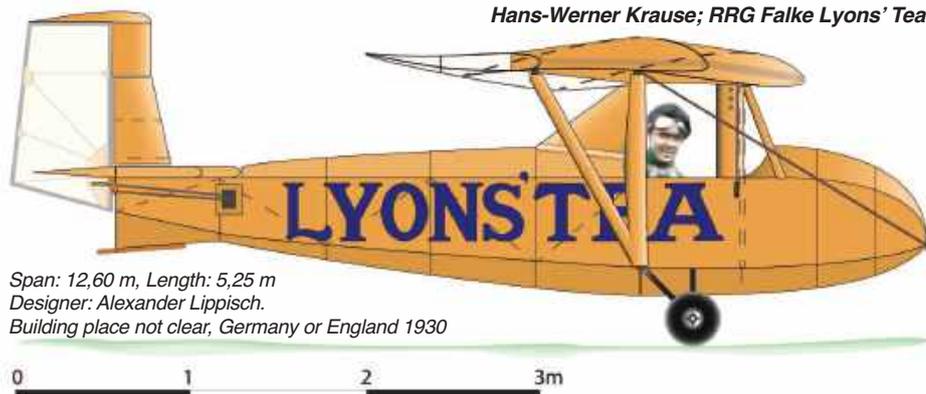


Span: 12,32m, Length: 6,58m
Designer: Charles-Herbert Lowe-Wylde.
Made by BAC – British Aircraft Company, Maidstone, Kent
1931 (Barbara Cartland & BAC)

Captain Edward Mole; BAC VII



Charles-Herbert Lowe-Wylde; BAC VII



Hans-Werner Krause; RRG Falke Lyons' Tea

Span: 12,60 m, Length: 5,25 m
Designer: Alexander Lippisch.
Building place not clear, Germany or England 1930

national record, in a BAC IV, in which he arrived on June 20th at the airport of St. Inglevert in France.

Capt. Edward Mole also wanted to enter the race and asked Dame Barbara Cartland, the romance novelist, for sponsorship. In return, Mole named his BAC VII glider with her name painted on the front fuselage. The designer of the BAC VII, Charles-Herbert Lowe-Wylde, a now sadly forgotten English pioneer of gliding and aero towing, also decided to participate in the race with a BAC VII, but his machine had to be repaired at the beginning of June.

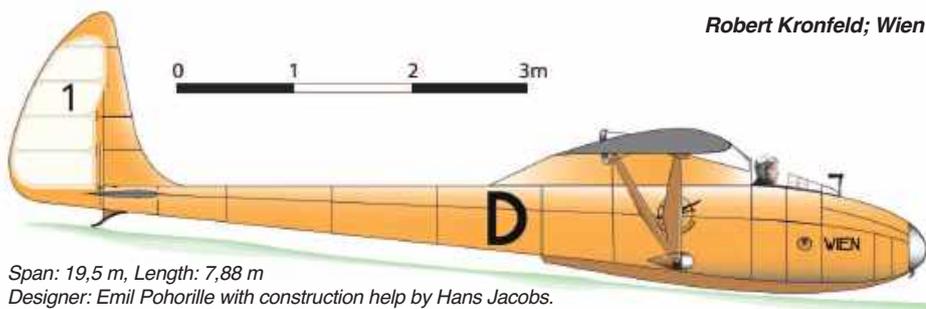
The last English entry, the Lyon's Tea Company, was primarily a commercial venture designed to participate in the race. They employed the German pilot Hans-Werner Krause, who appeared in those days in England at air shows. He flew a *Falke*, designed and built by the Rhön-Rossitten Society (RRG).

Krause decided not to start from England and choose the small airfield of St. Inglevert, near Boulogne-sur-mer, to prepare for his launch. With him was the tug pilot Findlay with a N.F.S. Moth (a Moth with a Cirrus III motor). Following a recommendation from Suzy Lippens, Robert Kronfeld also choose this place. He had just organized, in Münster, a first Low-Lands-Sailing-Flight-Day, but it was not a financial success. In 1929, Kronfeld had ordered a new glider from Dr. August Kupper and Kassel Segelflugwerke. A machine of enormous proportions for that time with a span of 30m. The aircraft was made much more expensive after a business change at the firm and the result of the international economic crisis as well as the Austrian sponsors bailing out. Now Kronfeld had to earn the money for this aircraft by appearing at air shows throughout Europe. Should he win the Daily Mail Prize, he could immediately clear all his debts. Unfortunately, the maiden flight of the Ku-4 "Austria" in Münster was not very successful and Kronfeld decided to fly in his proven record flyer *Wien*, a design made for him by Emil Pohorille in 1928, as a high performance glider based on the *Professor*. He was accompanied by a tug pilot from the Münster Club, Werner Weichelt, with a Klemm aircraft.

The weather was very bad during that period. Krause and Kronfeld prepared their machines for the competition and waited for the arrival of Groenhoff and Hirth, who also selected St. Inglevert as a starting place. All those present knew that the race would begin as soon as the



Robert Kronfeld; Wien



Span: 19,5 m, Length: 7,88 m
 Designer: Emil Pohorille with construction help by Hans Jacobs.
 Made by Segelflugzeugbau Kassel, Germany 1928

weather information was good enough for a start.

But there was a special surprise in the evening of the 19th June 1931 when, suddenly, a Kassel Professor named Sandra landed on the airfield. The English industrial heir and opera singer Lis-sant Beardmore, by the way a pupil of Kronfeld, had flown over the English Channel as the first unplanned pilot of the Cross-Channel prize. He very much enjoyed the success of this maiden flight but had not planned a return flight on the same day. He said that was very happy to be back on earth and not inside the Channel. However, due to the lack of official observers, his flight was not officially recognized.

The next day, June 20th, 1931, Groen-hoff and Hirth had not yet arrived. In the afternoon the weather cleared up suddenly. Krause and Findlay started immedi-

ately. Slightly surprised Kronfeld and Weichelt soon followed them. Krause released the towline at a height of 2200m. His tug pilot immediately turned towards Dover, landing near Bleriot's old landing ground in order to be ready to aero tow Krause for his return journey. But Krause had problems that he could not resolve and also had instruments failure. Although he has seen Kronfeld start, he thought that he also had gone back. So, he flew back to St. Inglevert.

But Kronfeld was towed above Krause to nearly 3000m and flew away

from the coast. Across the Channel, he quickly lost sight of the ground and was temporarily disorientated. Only when he recognized a known sand bank in the middle of the channel, could he change his course. At a very low altitude, he reached Dover, and with great skill, reached Bleriot's old landing place.

Here he convinced Findlay to aero tow him and the Wien to the nearby airfield at Swingate. What Findlay did not know was that Kronfeld's tow pilot Weichelt was waiting there with the Klemm. But after landing at Swingate, another problem was awaiting Kronfeld: the correct fuel mixture for the Klemm was not available. Now the two aviators agreed on a dangerous undertaking. Weichelt would tow the Wien as long as there was sufficient fuel available in the aircraft. Then Weichelt planned to glide back to Swingate! The two planes reached nearly 1000m when the engine began to stutter. Kronfeld released the towline

and set the Wien on course to the French Coast.

It was already over 9pm and he flew by focusing on the location of the lighthouses on the French coast. Forty minutes later, at



Below: Robert Kronfeld with his Wien at St. Inglevert near Boulogne-sur-mère in June 1931...
 ... and the airfield today




News

There was a lot of activity amongst group members during the past winter. Some of our German contributors have started to investigate the Schneider and Grunau operations and new documents have come to light. Maybe, with the existing amount of material available, the definitive history of the Grunau site and its many users may eventually appear in book form.

FEEDBACK from Eric Munk:

Nice article in VGC News on pre-1940 motorized gliders. I noticed you missed one: a Motor Baby that was built in The Netherlands from Schneider plans that were modified somewhat by the manufacturer N.V. Vliegtuigbouw (in Deventer, they built Baby's, the Snellen V-20, two Grunau 8's, the Wijkens Universal and - postwar - the Sagitta). The result was the one-off pre-war Dutch Motor Baby PH-ASV. It first flew at Teuge on 19-2-1938 but did not last long. On 12-4-1938 on takeoff from Teuge it was stalled and spun in, the pilot (R. Ankersmit) survived. The aircraft's fuselage was virtually obliterated, and the wings severely damaged, but somehow it was rebuilt again by April 1939. It was sold to Czechoslovakia, recent information dug up by Herman Dekker shows. The Dutch registration was cancelled 9-11-1940. It was never heard of again. Maybe one of our Czech friends can tell us what happened to it?

Information WANTED: "I would be very interested to know if the club has any record of DFS 108-49 Grunau Baby IIB Werk Nr 030795, which flew as RAFGSA 226, still being in existence, possibly having been restored to flying condition? I was Chairman of MAPS/MAM for 21 years, from 1972 to 1993, and agreed the loan of the Grunau to an ATC Squadron for restoration'. It then disappeared without trace, a profound learning experience. However (as one does when one reaches a certain age), the thought occurred to me recently that, just perhaps, it HAD survived and was now living it up somewhere under an assumed name....hence my email". John Berkeley. *(Any info, please send to Francis Humblet or VGCNews - Ed)*

And from Miguel Yael Pereda Albaran: "Let me introduce myself. My name is Miguel Yael. I am the President of "Club de Vuelo Aeronáuticos". We belong to the Madrid Higher School of Aeronauti-

St. Inglevert, the people waiting heard a loud shouting over the place and soon a temporary runway lighting with car-lights, was organized. With great joy Kronfeld landed safely and thus won the Daily Mail Prize thanks to the gliding flight of Weichelt in his Klemm back to Swingate.

That was 80 years ago. When Suzy Lippens, later in the 1960s, recalled the story of the flight, she headlined her story: "From the stone age of gliding". Later, the Sailplane magazine criticized the price with: "£ 1,000 - for what?" on the basis that aero-tow had been used during the race. The FAI reacted on the matter, and officially allowed aero-towing to be used during competitions.

Above: Kronfeld, Hirth and Groenhoff

Despite the above criticism of the Daily Mail prize of 1931, it remains one of the highest financial rewards in soaring history as well as a prize worth remembering for the ingenuity of the pilots having taken part in this unusual contest...

For Robert Kronfeld, the winner of the Daily Mail prize, it must have been just another episode in his adventurous flying life, in which, once again, he demonstrated his flying skill, business acumen and showmanship.

A full and well documented biography of Kronfeld's life is in preparation and should be published around 2013. □



cal Engineers which is part of the Madrid Polytechnic University (UPM). Our main objective is to spread and to practice the Gliding sport. We have recently bought a Schleicher Ka-7 and we have an old Schulgleiter SG-38 which we are trying to fix and to fly. We have no experience in this plane, and no information at all about its maintenance. We were wondering if you could try to provide us some information and a guideline to follow in the repair and in a hypothetical new construction of this beautiful vintage glider.” (Responses please to Francis Humblet or VGC News – Ed)

MINIMOA IN CHILE.

Hanging from the ceiling of the superb Chilean Air force Museum is what could well be the most original Minimoa in existence. As usual, Gábor Fekecs had all the details translated in English and a most fascinating history is attached to this mythical glider:

The article on Hans Ott is very interesting. As regards to the ‘Minimoa’



Above: Ott's Minimoa

story, Ott won the prize offered by an industrialist, Onésimo Bonomi, for that pilot who first performs an outstanding soaring flight in Argentina. Ott started his flight in Tandil 1 p.m. March 13, 1937, and landed in the early morning next day performing a flight of 11 hours 35 minutes and establishing the first South American duration record. (This record was surpassed only by 25 minutes up to the publishing date of the article.)

Ott selected a Hirth glider with the following specification: span 17 m, empty mass 210 kg, best L/D 1:26 fitted with a complete instrument panel, airbrake etc. This was the Minimoa. He traveled to Europe by ship to take over the glider.

The glider was packed on the board of the Zeppelin “Hindenburg” which was making trips to South America. Ott was a guest of Captain Lehmann for the trip. The airship departed from Frankfurt and 4 days later arrived at Rio de Janeiro. It was an interesting event, when the “Hindenburg” and the “Graf Zeppelin”, trav-



Above: original Minimoa hanging from the ceiling of the superb Chilean Air force Museum



Above: this Blanik was the first glider to cross the Andes from Chile to Argentina

elling back to Europe, met over the Atlantic in the middle of the night. Both fully illuminated airships made a full 360 degrees turn to salute the other. On the “Hindenburg” a great ceremony was held and a dinner was served.

The glider then flew south to Argentina with a series of short trips. There were many delays as he was invited by the Brazil Air Force to demonstrate the glider at the airfield Dos Affonsos. He even founded a Gliding Club there cooperating with the Los Alcatrazes Aero Club. During his stay he established two Brazilian gliding records. Continuing his travel to the south, he got help everywhere. All civilian and military pilots helped his flights with goodwill. He flew from Rio to Sao Paulo, then to Curitiba, to Florianópolis, to Porto Alegre and to Jaguarao. He took his share of different kind of vicissitudes and accidents. In many cases he was lost and over the Santa Catarina forest he nearly lost his life when he landed in a swamp. He met tropical storms but somehow



Above: ESG 9 built in Chile

both he and his glider survived and arrived to Argentina.

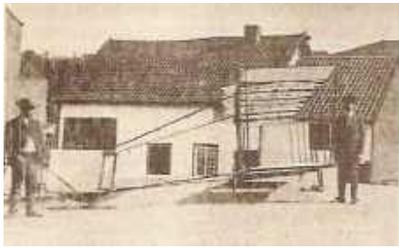
On the museum display board, the details and brief history of the glider are described. However, it also says that this type of machine was used for Radar trials....by the German, when in fact, it was Phillip Wills' old Minimoa that was used to conduct the trials in southern England. Other gliders on display are: an ESG 9, probably one of ten built in Chile and the Blanik which was the first glider to cross the Andes from Chile to Argentina. □



BELGIAN VINTAGE AND CLASSIC GLIDERS

by Francis Humblet.

It all started at Liege University around 1907-1908 when two students, the Italian Gianni Caproni and the Rumanian Henri Coanda designed and built their first glider. As a result, this first Belgian glider is also considered in Italy as Caproni first design whilst the Rumanians claim it to be their first national



Above: Coanda-Caproni

glider. Caproni will become famous as major aircraft manufacturer in Italy. Coanda will be best remembered as an aircraft designer, engineer, inventor who worked in France, UK and in the USA. He designed the first jet aircraft in 1910 and posterity will retain the Coanda effect, one way to increase wing lift. More info and pictures can be found on Wikipedia. Although, five models were built, photographic evidence only exists for two.

Nothing happened until 1923 when, having heard of the progress made by gliders in other countries, Lt Simonet of the Aeronautique Militaire Belge and the designer Poncelet built a glider called "Le Castar". Briefly, this was a monoplane with a cantilever wing of 11.00m span. On February 10th 1923, the glider was bungee launched and its first hop will be remembered as the beginning of gliding in Belgium. The glider was



Above: Vauville 1925 Simonet in front of "Le Castar"

entered in the 1923 Vauville competition in France. The easiest way to get there was to fly by adding a small Anzani engine to the airframe. During the flight, one cylinder was lost and the director of SABCA went to retrieve the pilot and glider in order to get to Vauville on time. Simonet was employed by SABCA, the major aircraft manufacturer in Belgium and still in existence today. Simonet flew the Castar as a pure glider. The results were beyond expectations. He came out top alongside the best known pilots like Thoret, Maneyrol and Barbot. He won two prizes, one being for height and came second on distance and third on duration. Amongst the many telegrams received, one was just signed Albert. It took Simonet some searching to discover that Albert was, in fact, the legendary King Albert II who had always shown a keen interest in aviation matters. Unexpectedly, Belgium had won and SABCA became interested in gliding. A two-seater version of the Castar was built by SABCA and was called le Vivette. Both Castar and Vivette, fitted with Sergant engines, took part in the 1923 Lypmne trial having initially crossed the Channel in flight.



Above: SABCA le Vivette

During 1924, another military pilot, Demblon, arranged for a glider designed by De Glyme to be built in the workshop of Etablissements Militaires at Evere. In December 1924, he flew for 35 minutes on a ridge at Hebronval thus achieving the first soaring flight in Belgium.

Vauville 1925 was the next target for the Belgians. SABCA entries were: the Castar flown by Simonet, the Vivette flown by Massaux and the Colanhan flown by Damblon. On the first day, the three pilots took off around ten in the morning and were up all day. Around 17H00, the wind speed increased, and, to avoid heavy rain, Simonet flew away from the lift area and crashed after a 40 meters fall when a control cable broke. During that time, both Damblon and Massaux were still flying, both exceeding the existing duration record when they landed around 21H00, Massaux in a hedge and Damblon on the beach. This

memorable day, when triumph and tragedy were side by side, saw the rise of the Belgian team to the top. Never again will there be such a Belgian victory of both men and machines in one gliding competition. Soon after, SABCA abandoned gliding development and concentrated solely on aircraft design and construction. A brief return to glider production took place around 1931. A batch of primary gliders, of Zögling type, was completed. Called SABCA Juniors, no original details can be found on these machines but one complete example and other parts still exist with the highest serial number of 12. This in itself is another mystery as a few Juniors survived the war undiscovered by the occupant! Both the SABCA Vivette and



Above: SABCA Junior

a SABCA Junior can be seen hanging from the ceiling at the Royal Army Museum in Brussels.

Several gliding clubs were started during the early thirties. German gliders were imported. The Kassel 12/12A was a popular training machine and a well preserved example can also be seen at the Brussels museum. A Schleicher Rhönadler, christened Reine Astrid, was purchased by the club Le Milan and was the



Above: Kassel 12A Army Museum



Above: le Milan Rhönadler



beginning of a long association between Schleicher and Belgian gliding. At least one SFAN / Drone type was built by Manchoulas whilst Orta in St Hubert advertised the SBO as a motor glider but this was more like a light aircraft with little impact on gliding as such. The only known Belgian glider of the period on which photos exist was the outdated De Heug glider in 1935.

The bombing of Belgian airfields on May 10th, 1940 obliterated many gliders and apart from the three gliders already mentioned above, there were no or few gliders left in 1947 when a group of pilots decided to make a fresh start by rebuilding winches and importing gliders. This is how a Schweizer 2-22 was probably the first American glider to find its way to Europe. Details are scarce but it can be assumed that flying took place with a few primaries and Grunau Babies found in Germany. However, due to the lack of gliders and facilities, several keen pilots went to glide in clubs based in northern France where gliders were already available. A Kranich appeared on the register but no details are available. It may also have been used by the Army .

From the Belgian glider register, it is possible to see the gradual import of new gliders. Most of the gliders are in the range OO-Zxx, where OO is the ICAO code for Belgium and Z was reserved for gliders. First performance gliders to appear in 1952 are: a Weihe (ZPA) and a Zlin L-123 Sojah, probably a new one, the first of four, purchased from Czechoslovakia. It must be remembered that German production was only restarted around 1952/53 whilst communist countries were already supplying their national market as well as a limited export capacity. French and UK companies also dealt mainly with their home market. A Sojah was the first glider used by a Belgian in a World Championship in 1952. One example of the Sojah is kept by Firmin Henrard in his glider collection. The Verviers club purchased one of the early Mü-13E which was used to gain several national records. Eventually this glider found its way to the UK.



Above: FH en Mu 13

Since 1945, the Belgian Army was based in Germany, initially as an occupation force soon to become part of NATO. Unlike the British forces who were quick to start gliding clubs in their zone of occupation as soon as the war ended, the Belgian waited until 1952 to set up the first gliding operation at Wahn between Bonn and Köln. Orders were soon placed with Schleicher for: 4 Ka 2, 10 Grunau Baby III, 2 Grunau Baby II, an ES 49 and a Condor IV (mainly for officers use!). A Weihe 50 was obtained from Focke Wulf. Seven SG 38 were obtained from Kassel Segel Flugzeugbau. Finally two Grunau Baby IIb were purchased from Denuit, a small Belgian concern. The fleet will also be shared with the Air Cadets based in Belgium. The registration marks were PL-xx, PL-10, a Ka 2, was the first glider thus registered.

St Hubert Airfield was chosen to install the National Gliding Centre where basic training was to take place. Three second hand two-seaters Z-03 Ifjusag were obtained from Hungary and Grunau babies were used for solo flying. Closer to Brussels, an advanced centre was set up in Temploux near Namur. Help was received from Sabena, the government owned national airline. The gliders were issued with Sabena registrations where the usual OO-Z for glider was to become OO-S, S for Sabena ! These machines were registered between 1953 and 1958. There were two Spatz A;



Above: Ka 2b OO-SZD

a Gövier, a T 30 Prefect, a Ka 2b (OO-SZD), a Bocian 1c (OO-SZE) and a Ka 6CR (OO-SZ). The Ka 2 is still well and alive in Belgium. The Bocian 1c was at the time, the best two-seater available in Belgium and it now resides with a Dedale member in France. The Ka 6 arrived in Belgium in 1958, in time to be displayed, hanging from the ceiling, over the mock up of the Boeing 707, in the Transport exhibition hall at the 1958 World Fair. Fifty two years later, the same machine is still hanging from a roof, this time at the Brussels Air Muse-



Above: Ka 6 OO-SZP World Fair 1958



Above: Ka 6 OO-SZP at Army museum

um. In between, it was flown by many pilots and was the favorite mount of Henry Stoff, the Belgian Champion in many competitions.

Around 1960, the three Ifjusag were worn out and the Belgian government purchased over 20 Rhönlerches to equip both civilian and military clubs and several are still used today. Later, when the fashion was to have both two-seaters and early solo machines with a similar cockpit environment, the Lerches were supplemented by new Ka 7 and Ka 8, over 30 in all. For advanced flying, once again help was sought from Sabena to equip the clubs with a high performance glider. A deal was obtained from Poland and what was probably their largest export contract with a western nation was finalized. One SZD-9bis Bocian D,



Above: Lerche OO-ZEI owned by Firmin



Above: Bocian OO-SZE en France



Above: Mucha OO-ZSL

five SZD-8ter Jaskolka and 15 SZD-22C Mucha Standard arrived in Belgium. For many pilots, this was a quantum leap from the Grunau Babies and there were several heavy landings in the early transition days. Those gliders were flown for many years by club members before finding their ways into private ownership. The Mucha flown by Bruce Stephenson is one from the initial batch purchased. One private owner, in a hurry, even tried to take off without inserting the main wing pins, lost both wings on take-off and walked out of the glider without a scratch. The fleet updating, which put Belgium in the ranks of the gliding nations, was the result of the foresight of a few people, including Dennis Nootens, the current president of the Belgian gliding movement. The



Above: FH en Jako

Jaskolka OO-SZD is now flying in Poland under SP-3675 and appeared at several VGC rallies.

Since 1960, many classic gliders were imported by clubs and individuals. German classics were the most numerous but other types found their way into the Belgian register: Olympia, C 800, Blanik, Spalinger S 15 and S 18, Fauvette, BG 12, AV 36, Edelweiss, Foka, M100, M200, Pik 5, Karpf Baby, Rhönbussard, Uribel and many Wassmer types. A few kits were built and some gliders were converted into basic motor gliders. Most of the early classic gliders described above still exist ! They have been either restored to fly or are part of private collections. A dozen gliders are displayed at the Air Museum but many more are in store. It can be said that to have so many early classic machines still alive, there must have been few crashes thus reflecting on excellent training and good airmanship from the part of the Belgian pilots!

All photos from 'Collection FH'. □



Above: FH in Jaskolka OO-ZSD over Temploux



Above: Royal Army museum

Errata - In VGC131 Page 31, we printed a page from Allan Pratt's logbook. The short biography below was omitted which gave the context. We apologise for the confusion - Ed.

Allan Pratt 1927 - 1962

Allan Pratt was a qualified draughtsman who began serious gliding during National Service with the RAF in 1947. In late 1948, after demobilisation, he joined Slingsby Sailplanes as a draughtsman.

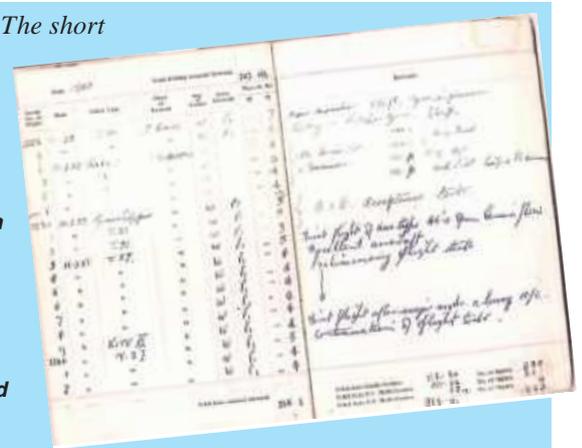
After about a year he obtained the necessary qualifications and began doing much of Slingsby's test flying, as well as working in the drawing office. His log books show that he carried out tests of various sorts on some eleven types, including prototypes and trouble-shooting on the troublesome Kite 2. During much of this period his spare time was well filled as CFI of the Yorkshire Club at Sutton Bank.

In early 1953 he left Slingsby for family reasons and returned to his home town of Sunderland. Here he joined the Newcastle Club at Usworth (later at Carlton Moor) where he soon became CFI. For the next nine years much of Allan's flying concerned training with the Newcastle club as well as advising and running courses at other clubs. Importantly, however, he did some testing for Slingsby and others as a freelance, recording a further six types.

Allan died from complications following a ground handling accident at Carlton Moor in 1962.

It is worth noting that, in his 15 years of flying (never full time) Allan recorded over 6000 launches. Also, at the time of his death, he was considering the offer to become the first BGA National Coach.

A good photograph of Allan may be seen on page 97 of Martin Simons' book "Slingsby Sailplanes". Allan is sitting in the Gull 2.





Harry Chappel

We were shocked and appalled to hear that Harry Chappel died during mid January 2011 at Bicester. He was always connected with RAF Gliding at Bicester during the time when it was the RAF Centre and afterwards. He was an RAF Technician and had been brought up with vintage German gliders, when as a boy, he had been with his Father, Sgt Harry Chappel, at RAF Scharfoldendorf (otherwise known to the Germans as the Ith, a former Reichssegelflugschule), in Germany. He was always with German gliders and owned a 1943 built original MU 13D-3. If we needed help with vintage gliders or gliding, we always would get in touch with Harry, who never failed to help us. He would also find owners for them at home and abroad. Relatively recently, he wanted more colour in his life and, after gaining qualifications

recognised by civilians for working on civilian aircraft, he went to France, Germany and then the Netherlands (to KLM) to work. He had the highest opinion of KLM. Lately, he returned to Bicester, where he still had his house. Harry, for some of us, was part of Bicester and we are missing him, as we are sure, the Bicester members are. He also worked on old gliders and had a very considerable archive on RAF Gliding. We send our sincere sympathies to his wife Valery, who looked after their home and garden superbly and produced wonderful meals. We also send our sympathies to his wife, relations and friends, and especially to those friends at Bicester. CW.

Heinz Hinz

Brend Ewald emailed VGCNews on the 30th November 2010, unfortunately missing the deadline for VGC131.

He tells of another sad occasion.

On Saturday 28th November 2010, Heinz Hinz, who was for many decades the workshop master of the Akaflieg Darmstadt, died at the age of 91 years. Heinz Hinz joined the workshop of the Akaflieg Darmstadt in 1934 as an apprentice in the art of airplane construction. After the war he became the workshop master of the Akaflieg Darmstadt. He created the very beginning of glassfibre reinforced plastic construction for sailplanes. His early masterpiece was the famous Darmstadt D 36, direct forerunner of the ASW 12. So he created not only the ancestor of many modern sailplanes but during the construction of this plane also told some students how to build sailplanes. The names of the students who were engaged in the D 36 where Klaus Holighaus, Gerd Waibel and Wolfgang Lemke!!! Heinz Hinz certainly was a pioneer in modern sailplane construction. □

SNIPPETS

New Interactive Guide for Newark Air Museum

Newark Air Museum has truly entered the digital age of iPhones, Apps and hand held devices by becoming the first aviation organisation to utilise the Empedia Player to develop a digital tour of its collection.

Empedia is a growing compilation of online maps, audio tours, video and interactive guides that has recently been launched to help people explore and enjoy the rich culture and heritage of the East Midlands. The guides are easily accessible and have been developed by Cuttlefish Multimedia with funding from Renaissance East Midlands.

The main Empedia site is located at <http://empedia.info/> whilst the Newark Air Museum entry can be found at <http://empedia.info/maps/28> and it features a mixture of photographic, audio and video clips of various museum aircraft and exhibits; much of which comes from within the museum archive.

"Empedia is at the forefront of current mobile device technology and its implementation is being closely monitored by the museum and heritage sector across Great Britain," commented museum trustee Howard Heeley.

He continued, "Newark Air Museum

was one of twenty organisations encouraged by Museum Development Officers from Renaissance East Midlands to help launch Empedia across the region. We are extremely proud to be the first aviation museum to be involved. As well as allowing hitherto under used items from the museum archive to be seen by Empedia users and visitors; it provides a new way of helping the museum to reach out to younger visitors."

Howard Heeley concluded, "We still have one small aspect of Empedia to install on the museum site, which will help compensate for poor Internet coverage in the area; but as Empedia evolves the museum will be able to upload new material itself and thereby further expanding access to our diverse collection of objects from across the history of British aviation." 8 March 2011

Screen shots can be captured by visiting the museum's Empedia entry at <http://empedia.info/maps/28>

Newark Air Museum
Registered Charity No. 256434
MLA Accredited Museum No. 551
Newark Air Museum
Drove Lane, Winthorpe,
Newark,
Notts
NG24 2NY
www.newarkairmuseum.org
Tel. 01636 707170
E: enquire@newarkairmuseum.org

Eagle soars

Dear Editor

Just to let the magazine and it's readers know that Slingsby Eagle T42 BGA 841 made it's first flight after many years in it's trailer on 6th November 2010, at Borders Gliding Club field at Milfield. The flight was made by VGC member Dave Wilson and BGA Regional Examiner, Colin Sword, both of whom are in the six person owner syndicate consisting of Graham Mitcheson, Roger Partington, Helen Fraser and myself, Trevor Dale. I would particularly like to thank Dave Wilson, Roger Partington and Graham Mitcheson, for the great input into getting her airworthy again, especially the compete re-manufacture of the rear canopy – a very tricky job. We now plan to get her up to 'concors' condition and maybe we'll get her to Slingsby Week at Sutton Bank. When I flew her on the same day for the first time I was astounded at her grace and general handling qualities. We also have here at Milfield, a Skylark 4 (which once belonged to Frank Irving), which I also fly, and a Skylark 3, Ka6E, Pirat and SHK. It's great to fly vintage ships in the regular wave we get here at Milfield, and the many hills we get to fly on, in the Cheviots.

Trevor Dale... □



Moswey II

by Vincenzo Pedrielli

Recently I received some photographs of the model of the famous Swiss glider *Moswey II prototype* from Lukas Schaub, a Swiss friend of mine. This model in 1:3 scale has been built by Lukas Schaub and Ruedi Straub. At first glance I did not understand whether it was a real glider or a model. Even the pilot inside the cockpit was looking like an

actual man. Skilled model builders pay great attention to reproduce any detail. Also from the picture in flight I could hardly say whether it was a full size glider or a model.

The reason why these friends selected the *Moswey II prototype* was due to the success this glider obtained participating with the Swiss pilot Heinrich Mueller in

the International Rhoen Competition at Wasserkuppe in 1937, together with other famous Swiss gliders such as the Spalinger S18 Chuka and Spyr III.

The *Moswey II*, designed by Georg Mueller in 1935, was conceived as a high performance acrobatic sailplane. The wooden framed cantilever wing was straight tapered in plan. It had a gull dihedral and was skinned with plywood from the leading edge to the main spar, forming a torsion resistant D-box, while the rest of the wing was fabric covered. Spoilers were fitted on the upper surface of the wing.

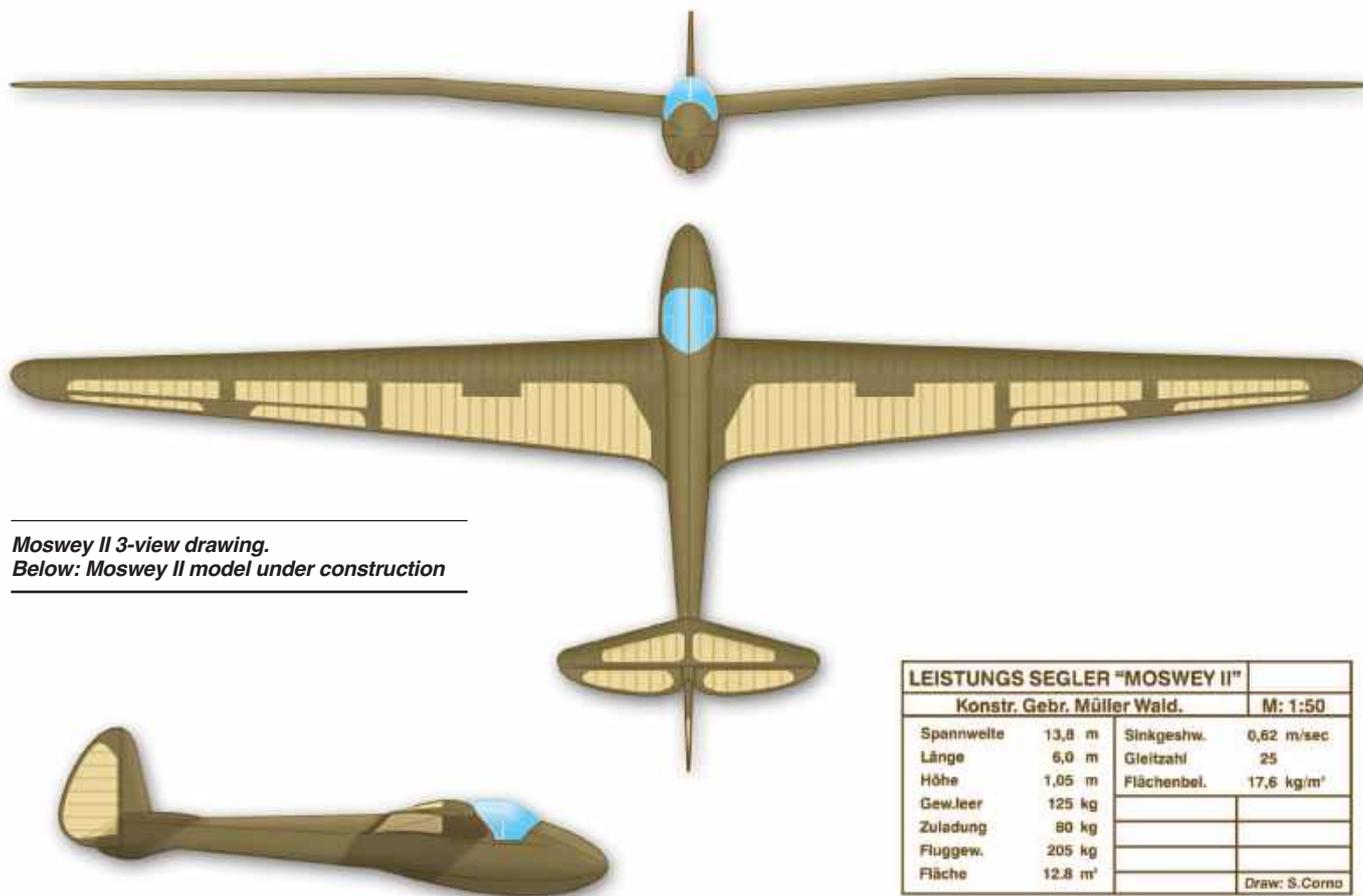
The fuselage had a hexagonal cross section gradually transformed in near diamond at the tail and was skinned with plywood. The cockpit was large and extra room was obtained by opening the wing roots. The canopy was not moulded in a single piece, as this technique was not so popular in those days, but was built with a few Plexiglas strips. The rudder pedals were adjusted both on the ground and in flight. The tail-plane was traditional with a fixed fin with hinged rudder and elevator, both unbalanced. A wooden skid with rubber shock absorber was fitted for landing.

The *Moswey II*, prototype registered HB-204, is still existing in non flyable conditions, owned by Fritz Zbinden, a member of OSV Club. It is heavily damaged, but Fritz has a plan to restore it one day and bring it to the vintage glider meetings. We are all looking forward to seeing it, as *Moswey II* is a true rare vintage machine

Now let's go back to the Model of Lukas Schaub and Ruedi Straub, which was perfectly built as the original. To scratch build this model they spent the whole 2009 winter, working about 300 hours in spare time. The maiden flight

Above: model Moswey landing.
Below: Moswey II HB-204 bungee launched.
Credit: Verkehrshaus der Schweiz, Luzern

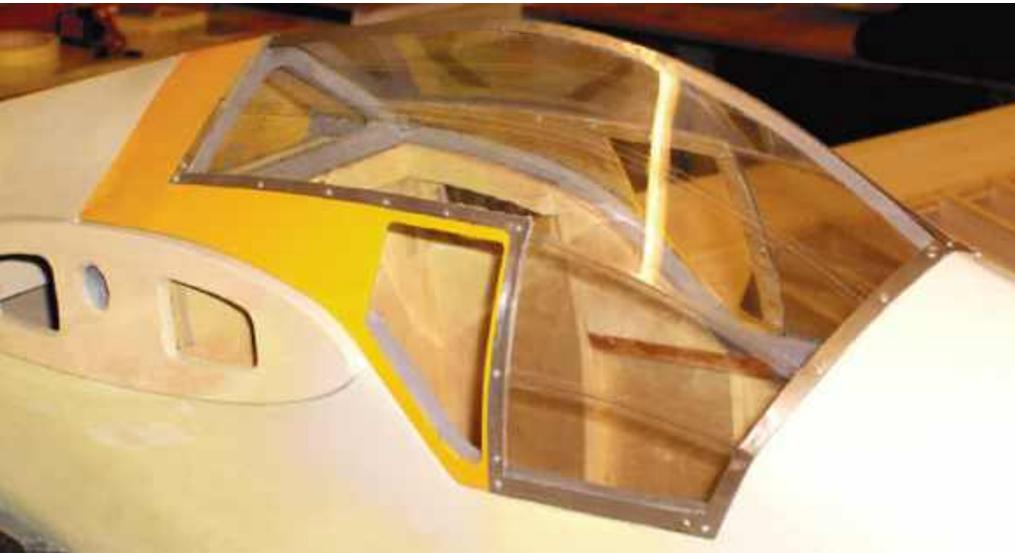




*Moswey II 3-view drawing.
Below: Moswey II model under construction*

LEISTUNGS SEGLER "MOSWEY II"			
Konstr. Gebr. Müller Wald.			M: 1:50
Spannweite	13,8 m	Sinkgeschw.	0,62 m/sec
Länge	6,0 m	Gleitzahl	25
Höhe	1,05 m	Flächenbel.	17,6 kg/m ²
Gew.leer	125 kg		
Zuladung	80 kg		
Fluggew.	205 kg		
Fläche	12,8 m ²		
			Draw: S.Corno





Top and above: Moswey II, HB-204 at Wasserkuppe. Credit: Verkehrshaus der Schweiz, Luzern

Top left: model instrument panel
Left: model canopy made from plexiglass strips like the original seen above.
Left: left Ruedi, right Lukas-B
Bottom left: Moswey model aero-towed



took place last June 2010 in a small field in the Basel outskirts, aero towed by a model power aircraft type Sportsman (Fliegerland), built and piloted by Fredi Gass. It was a spectacular flight of 20 minutes with a smooth landing near the feet of Lukas.

The Moswey II in scale 1:3 has a wing span of 4, 6m, length 2m, weight 9,8kg, wing loading of 72gr/dm², with E209 airfoil at the root, tapering to E205 at the tips. All details have been respected including the special canopy and the instrument board. Great job Lukas and Ruedi!

The scale reproduction of vintage gliders is becoming popular in many parts of the world. Sometimes model builders may reproduce sailplanes which do not exist any longer, but due to their great passion for the vintage gliders and their history they bring these beautiful machines to fly again. □





Rare birds

by Chris Williams

It was with some interest that I read Chris Wills' article 'More on the Russian Sailplanes' in the last issue of the VGC News, because I had been following Jim Owens' build of the Antonov A9 on the SSUK forum with some interest. Jim, being more than CAD-capable, drew up his design on the PC, and proofed it pretty well with the ensuing construction process. As you can see, he has captured the short-tailed essence of this exotic sailplane well, it was unfortunate indeed that he should be struck down with a serious illness before he could finish the project. He is on the mend now, and hopefully, I will soon be able to report on this model's maiden flight.

Ian Davis has picked another rara avis,



*Inset above: the fin and rudder of Jim Owen's Antonov A9
Above: Classic airframe: the Antonov A9
Left: the A9's instrument panel*

the Berlin B6. Plans are afoot within the scale soaring community to celebrate the 2012 Olympics by putting on a event ostensibly for gliders submitted in the '30's for the original proposed sailplane participation, but in actuality open to examples of that period, thus Ian's choice of the B6. (Oly's are always nice to see, but some variation is preferable, right?) The B6 was pretty advanced for its day, with an all-moving tailplane,

retract and Junkers flaps, so he may well have his hands full when the day of the maiden flight comes around!

My eye was caught a few issues back, issue 123 to be exact, by the sailplane on the front cover, the Spalinger S25a, based at the Aero Clube Bauru in Brazil. By a serious coincidence, this is the same venue that one of my previous projects came from, the H-W4 Flamingo. By an even greater coincidence I notice that the S25 bears the name of Kurt Hendrich, who seems to be the same guy involved in the construction of the Flamingo. I know there must be some models of the S25 out there somewhere, but an Internet search failed to

*Below: : Ian Davis' 1/4 scale Berlin B6
Right: the 1:3.5 Spalinger S25a airframe
nears completion*





find any, so I resolved to put this one on the to-do list, fired up by the attractive colour scheme as well as the glider's seductive lines. Just before Christmas the work bench was clear and work could begin, aided by time off work (the best sort of time there is) and some seriously 'orrible weather. There are some design and construction challenges with this project, not helped by the fact that it was to be digitally designed and my CAD skills are but a faint shadow of the aforementioned Jim's. The cranked wings, a la Harbinger, have the main spar running in a straight line, which means that at the root, the spar comes out at a much more forward position than usual, and then the wing has pronounced gull-bend to make things more interesting. At the time of writing, the basic airframe is complete at 1:3.5 scale, and it's the complicated bits that remain; notably the airbrakes, canopies and the wing root/fuselage fairing. Hopefully, by the next issue things will have been resolved and there will be something more to report...

PROJECT CONCLUSION

The reason that the workshop was clear for the S25 to begin was due to the fact that the previous project had reached its conclusion. At one-third scale, the Rhonsperber comes out at just over five metres, and with an AUW of 22 lbs (I know: it comes of being a Baby Boomer that I'm stuck halfway between Imperial & Metric) is at the upper limit of what, even at my advanced age, is a comfortable upper limit to being hurled off the side of a hill. This model is based on Lofty Russell's version, which sports the Rhonbussard tailplane and which, of all extant 'Sperbers, carries the most attractive colour scheme, well, I think so.

Fate had it that the maiden flight was to take place not from the slope, but from aerotow, and thus it was that one Sunday morning in November saw her lined up behind the tug at Keysley Down, the peerless site of the County Model Flying Club in Wiltshire. All went well, save the baulky behaviour of the drop-off dolly that I had deemed necessary to save the tug pilot's trousers. (Some years ago, the weight of my 1:3.5 scale Petrel, taking off on the skid at an event in France, caused an otherwise blameless Piper Cub tug to stall out dismember itself). After some hesitation it came away at about fifty feet, after which it refused to part company from the airframe at all. A later inquest



*Lower left: author with the 3rd scale Rhonsperber (Note the recalcitrant dolly)
Above: at 22lbs, the Rhonsperber is at the upper reaches of single-handed launching
Inset below: the Rhonsperber in flight
Below right: view of White Sheet hill, courtesy of the GoPro camera*

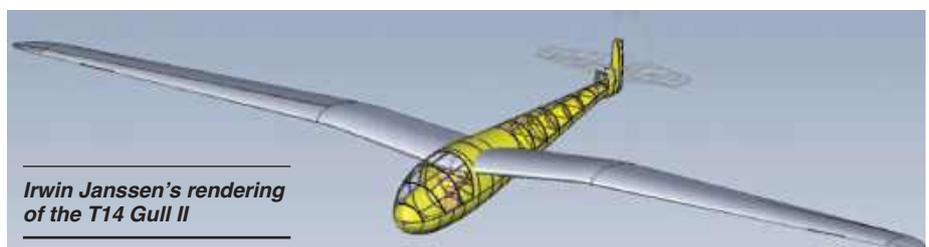


decided that the insertion of some over-affectionate Wiltshire mud into the fine tolerances of the release mechanism had gummed up the works, the irony being that the model subsequently took off from the skid with no trouble at all. A few weeks later it became possible to take her to White Sheet Hill, also in Wiltshire, to put her through her slope soaring paces. I don't know how it works out on the full-size, but the model needs a heck of a lot of rudder, compared to aileron, to achieve a coordinated turn, but over all she does fly very

nicely indeed. All we need now is some decent weather...

HISTORY REPEATING

My plea for pics of the Gull II in the last issue did not meet with much success, but I was contacted by a modeller/full-size restorer in Holland, Irwin Janssen, who was also requesting information. He too, wants to build a model, and has drawn the preliminary design in a 3D CAD programme, and this is a project I will follow with more than the usual interest... c_williams30@sky.com □



Irwin Janssen's rendering of the T14 Gull II

FREE-FLIGHT Balsa Kits

A "best kept secret" within the model world of "balsa and tissue" is "U-Build Models" which currently features twelve model types on its five-page website. The "Golden Age" selection features many rubber-powered light-aviation classics and also sailplanes such as the famous American 1940s "gull-winged" RS1 Zanonía. Technically unique are rubber-powered hovercraft and helicopters, one being the Robinson R22 helicopter which is hand-launched at flying speed with a circular transparent acetate disk in-place of a tail-rotor, to act as an anti-torque rudder. Proof; that simple ideas are best.

Constructing these kits is a pure indulgence, where CAD design accuracy is carried through from plan, to all profiled printed balsa-sheet components, and providing realistic fuselage cross-sections throughout. Novices may find the "Tipsy Nipper", easiest of all the kits to construct, and interestingly the real "Tipsy Nipper" was traded through "Slingsby Sailplanes" in the 1960s as a small amateur home-build aeroplane.

Another unique technical "first" of the selection, is the twin-rotor Bristol Belvedere helicopter which utilises a multi-strand rubber-motor connecting between its twin-rotor flexi-drives. Forward flight is facilitated by the addition of asymmetric forward ballast. As previously mentioned the rubber-powered Taylorcraft Skimaire hovercraft actually rides on an inflating cushion-skirt, with its single propeller providing for both forward thrust and hover. The real "big-kit" and requiring three full plan-sheets of construction is the Lockheed Super Electra airliner, having a model span of nearly 800mm.

This twin-engined model is supplied as rubber-powered yet is ideal for more sustained power from either miniature electric or CO₂ motors (not included).

Kits are generally of one-twentieth "impressionist" scale, and capturing most effectively the individual characteristics of the aircraft types in magical "balsa and tissue".

Kits include instructions (apologies for English only) and all materials and ready-formed parts. A scalpel-type knife is necessary for the cutting-out of profiled components from screen-printed balsa-sheet, a task of adult supervision for younger modellers. Kits may be obtained by mail-order. Contact details can be found on the last page of the website at u-buildmodels.com where a brochure is also available. Hopefully, these kits will make an appearance at future VGC events. Alan Kirtley

www.u-buildmodels.com

Golden Age

RS-1 ZANONIA

HALF FUSELAGE - LEFT SIDE LAYOUT

TAIL PLAN - UPPER LAYOUT

TAIL PLAN - LOWER LAYOUT

HALF JOINT - RIGHT SIDE LAYOUT

SECTION AT H

SECTION AT I

INNER LEFT WING - LAYOUT

OUTER LEFT WING - LAYOUT

INNER RIGHT WING - LAYOUT

OUTER RIGHT WING - LAYOUT

WING SPAC. ARRANGEMENT OUTER WINGS

RING GULL JOINT

GULL WING - PROFILE 1/70 SCALE

www.u-buildmodels.com

Rubber Power & Sailplanes

Sheet Balsa Kits

www.u-buildmodels.com



